

BLACK ROCK TURNPIKE SAFETY STUDY



FINAL EXISTING AND FUTURE CONDITIONS TECHNICAL MEMORANDUM

FEBRUARY 2018



Innovative Planning
BETTER COMMUNITIES

Tighe&Bond
Engineers | Environmental Specialists



METROCOG
Connecticut Metropolitan Council of Governments

Black Rock Turnpike Safety Study

Existing & Future Conditions Technical Memorandum

TABLE OF CONTENTS

1. EXECUTIVE SUMMARY	3
2. INTRODUCTION.....	6
A. Purpose and Study Area.....	6
B. Planning Context.....	11
C. Process and Engagement.....	14
3. EXISTING CONDITIONS.....	20
A. Transportation Network Overview and Context	20
i. Functional Classification	20
ii. Regional Travel Patterns.....	20
iii. Local Travel Patterns	20
iv. Surrounding Land Uses and the Built Environment.....	20
v. Environmental and Cultural Considerations.....	23
B. Roadway Geometry	26
i. Travel Lanes.....	26
ii. Shoulder Width.....	26
iii. Vertical Grade.....	26
iv. Horizontal Curvature and Sight Distance.....	26
v. Traffic Control.....	29

vi. Traffic and Geometric Observations Summary	31
C. Travel Demand.....	33
i. Average Daily Vehicular Traffic Volumes.....	33
ii. Hourly Traffic Volumes	37
iii. Peak Hour Traffic Volumes	37
iv. Bicycle Use and Conditions.....	46
v. Pedestrian Use and Conditions.....	52
vi. Transit Use and Conditions.....	56
D. Traffic Operations and Safety.....	59
i. Traffic Operations.....	59
iii. Travel Speed	70
ii. Safety Analysis.....	73
High Crash Locations	80
E. Conclusion	83
i. Deficiencies and Needs	83
4. FUTURE CONDITIONS.....	84
A. Methodology	84
i. Traffic Data.....	84
ii. Retail Market Trends	85
B. Conclusion.....	85
i. Recommended Growth Rate.....	85
ii. Next Steps.....	85

1. Executive Summary

The Black Rock Turnpike is a major arterial that serves one of Fairfield's largest business and commercial districts. As a state highway (Route 58), the Turnpike is a main north/south corridor in Fairfield. It provides a key connection for residential neighborhoods to retailers and services as well as a vital link between U.S. Route 1 and Interstate 95 in the south and the Merritt Parkway (Route 15) in the north.

Purpose

The purpose of the *Black Rock Turnpike Safety Study (Black Rock Study)* is to explore alternatives and strategies that will enhance safety for all users along the corridor, including pedestrians, bicyclists, transit users, and motorists.

The overall approach for the *Black Rock Study* will be to take a broad perspective on the role and function of this stretch of Black Rock Turnpike, and through a contemporary planning process, apply leading-edge engineering solutions to address safety, mobility, and accessibility improvements to the corridor.

The development of this *Existing Conditions Technical Memorandum* has benefited from extensive community outreach that was intended to provide interested parties with a means to communicate their transportation needs and concerns with the project team. This input has greatly contributed to the team's understanding of the Turnpike and will guide the development of recommendations as the study continues.

Study Area

The study area for this project focuses on the area between the Black Rock Turnpike intersection with Tahmore Drive and Old Black Rock Turnpike to the north and Tunxis Hill Road to the south. In response

to public input, the project team also performed a cursory analysis of the segment of Black Rock Turnpike directly north of the study area from the intersection with Tahmore Drive to the Merritt Parkway. While this section was not part of the predetermined study area, the public expressed concern about safety issues along this part of the roadway, which primarily serves residential properties and provides access to the Merritt Parkway.

Road Conditions

The study area lane configuration varies between two-lanes to five-lanes. The north and south ends of the study area carries two lanes of traffic, one in each direction, and the central portion carries four lanes of traffic, with a fifth lane for left turns at the Route 135 (Stillson Road) intersection. Generally, Black Rock Turnpike has inconsistent shoulders ranging 1 foot to 10 feet wide, with wider shoulders at the north and south ends of the study corridor and narrower along the denser development in the center of the study area. Undersized shoulder widths of less than 4 feet cannot effectively accommodate larger vehicles and challenges bicycle and pedestrian travel along the corridor.

Black Rock Turnpike is a road marked with numerous driveways. The number of driveways, or curb cuts, increases the number of potential conflicts, both vehicular and non-vehicular alike, while also contributing to congestion, confusion, and frustration for motorists as they attempt to find a break in traffic.

Bicycle and Pedestrian Activity

Bicycling and pedestrian use along the corridor is relatively light when compared against the volume of vehicular traffic, but non-motorized activity is present and would likely be higher if conditions to improve the comfort and safety of those travel modes were made. While daily ridership activity is modest along the corridor, transit riders are also pedestrians, and thus issues pertaining to safety, comfort and

accessibility at the street and sidewalk level apply to GBT bus riders. Bus stop location plays an important role in access to and from destinations along the corridor, as bus riders making a round trip will use stops on both side of the street. The busiest bus stops are located on Black Rock Turnpike between Stillson Road and Katona Drive.

Traffic

A review of the historic average daily traffic (ADT) volume data collected indicates daily traffic volumes along Black Rock Turnpike peaked around 2005 and declined until 2013. Following 2013, volumes have shown a modest increasing growth trend, averaging between 18,000 and 23,000 vehicles per day. Traffic levels during the weekday afternoon and Saturday peak hours tend to be higher than other periods of throughout the week, which reflects higher percentages of retail traffic mixing with the commuter traffic. The busiest areas on Black Rock Turnpike occur proximate to the larger retail developments. Traffic is lighter north and south of the Study Area. This pattern is consistent with the intensity of land uses along Black Rock Turnpike.

Results of the traffic analysis indicate that most of the study intersections operate at a Level of Service (LOS) D or better during typical weekday morning and afternoon and at LOS B or better during typical weekday midday and Saturday peak hours. Although LOS A through D are generally deemed acceptable for developed areas, there are situations where a specific intersection approach or movement experiences LOS of E and F (the lowest), even if the total intersection does not. These occurrences typically occur during peak travel times in the morning or evening and motorists traveling along such approaches can often experience delays. In addition, the complex interaction of driveways upstream and downstream of intersections often creates congested conditions that the modeling of individual intersections does not consider. Still, the LOS analysis is

a valuable tool for checking the effectiveness of signal timing and lane configurations at the major corridor intersections.

Queuing exists at specific approaches to the intersections in the central portion of the study area between the intersections with Samp Mortar Drive and the Turnpike Shopping Center and Fairway Plaza driveways. Along this segment the closely spaced intersections and high traffic volumes from the dense commercial development result in queues that extend beyond the available road storage, resulting in additional congestion that may not be fully represented in the level of service results. It is important to recognize that when conducting traffic operations modeling that several factors need to be taken into account when measuring the effectiveness of a roadway to efficiently move traffic. The complex operation of Black Rock Turnpike is difficult to model, and though the signal systems seems to be capable of handling the volume of traffic, many other factors are responsible for the delay often experienced by motorists.

The vehicle speeds during the off-peak (low volume) hours of the day were consistently higher than during the peak (high volume) hours. Off-peak vehicle speeds had the highest variation from peak-hour speeds in the southbound direction, south of Stillson Road and in the northbound direction, north of Arrowhead Lane. Since commercial development and pedestrian activity also increases to the south of Stillson Road, higher vehicle speeds during the off-peak hour in this location are potentially hazardous. It should also be noted that vehicle speeds during both the peak and off-peak hours were highest at the far north and far south ends of the study area (west of Arrowhead Lane and east of Black Rock Turnpike). In the peak hours, average vehicle speeds were approximately 35mph in both of these locations, in both directions (southbound and northbound). In the off-peak hour, average vehicle speeds were approximately 40mph in both locations and in both directions. These higher speed conditions make pedestrian and bicycle crossings difficult and potentially

hazardous. Speeds higher than 25 miles per hour are statistically proven to be responsible for serious injuries and/or fatalities when pedestrians are involved in a crash. High speed coupled with the high frequency of driveways is a recipe for diminished safety for all road users.

Safety

Across the three-year analysis period (2014-2016), there were 428 total crashes that occurred within the study area—a road segment approximately 1.73 miles in length. A crash rate of 11.9 crashes per million vehicle-miles of travel was calculated, which is approximately two times higher than the average crash rate (5.8 crashes per million vehicle-miles) on an urban four-lane undivided roadway in Connecticut. Four-lane roads are almost always higher in crash occurrences due to the complex weaving characteristics, speed and diminished sight lines. When adjusting the crash rate for the highest crash segment of Black Rock Turnpike from the intersection with Whitewood Drive to the intersection with Samp Mortar Drive, a crash rate of 19.1 crashes per million vehicle-miles travelled was calculated. This crash rate is over three times higher than the average crash rate on a typical urban undivided roadway in Connecticut. Over the course of the three-year study period, the majority (77%) of the crashes were property-damage-only crashes. Twenty-two percent (22%) of the crashes involved an injury. There were three fatal crashes, occurring in the three-year period analyzed.

For the segment of Black Rock Turnpike north of Tahmore Road, the overall crash rate is significantly lower than the crash rate for the same period along the primary study area. The lower crash frequency does not diminish the serious consequences of the crashes that did occur, and a majority of those crashes are related to the Merritt Parkway ramp system and should be more thoroughly evaluated independently from this study.

Conclusion

In conclusion, Black Rock Turnpike is a 4-lane state highway designed to facilitate regional travel with a modest level of access to private property. Over the years, the segment of the Turnpike between Samp Morter Drive and the Tunxis Hill Cutoff has evolved into a major commercial corridor with very high levels of access to property. The physical design of the road encourages high speed driver behavior, and the heavy traffic volume that results from a mix of shopping and commuter traffic creates an environment that is compromised for both travel mobility and accessibility to properties along the road. In fact, this segment of the Turnpike has a crash rate 2 to 3 times higher than that of a typical 4-lane urban road in Connecticut.

In addition to diminished safety and driver frustration stemming from congestion, Black Rock Turnpike also presents a hostile environment for pedestrians and bicyclists. Whether walking along the Turnpike or crossing it, pedestrians are often at a significant disadvantage. Crossings are infrequent and long, pedestrian visibility to motorists is low, and the frequent driveways pose a constant threat to those walking the sidewalks. Bicyclists, save the very skilled riders, appear to avoid Black Rock Turnpike in favor of other routes even though they aren't as direct.

Based on the data collected and analyses performed as part of this existing conditions evaluation, the study team concludes that Black Rock Turnpike requires a level of redesign that emphasizes safety for all users, while still maintaining adequate access to the residences and businesses along its length. In areas with high crash frequencies and/or severe crashes, near-term mitigations are necessary. In the longer-term, a more system-wide solution to dealing with a wide range of stated deficiencies may be necessary.

The next step in the planning process is to develop a future year forecast for traffic over 20 years. This will be the year in which the study team will be developing roadway solutions for. Once the

growth rate and traffic forecasts are reviewed and agreed upon by the Connecticut Department of Transportation, a future year traffic operations analysis will be conducted to help understand how Black Rock Turnpike is expected to perform.

Based on the future traffic operations results, the study team will work with project stakeholders to identify a range of potential solutions to addressing safety, congestion, and multimodal opportunities in the corridor. The list of options will be screened, and the best ideas taken forward into a more detailed evaluation process. Conceptual plans will ultimately be developed for the best performing alternatives, and a simulation model will be developed for the most promising option.

2. INTRODUCTION

A. Purpose and Study Area

The Black Rock Turnpike is a major arterial that serves one of Fairfield's largest business and commercial districts. As a state highway (Route 58), the Turnpike is a main north/south corridor in Fairfield. It provides a key connection for residential neighborhoods to retailers and services as well as a vital link between U.S. Route 1 and Interstate 95 in the south and the Merritt Parkway (Route 15) in the north. Approximately 20,000 vehicles travel along the turnpike every day and this volume of traffic combined with the road width, traffic speed, and frequent driveways have caused the Turnpike to be identified as a trouble spot by The Town of Fairfield.

The purpose of the *Black Rock Turnpike Safety Study (Black Rock Study)* is to explore alternatives and strategies that will enhance safety for all users along the corridor, including pedestrians, bicyclists, transit users, and motorists. While this is primarily a

transportation study, it has been undertaken with the understanding that the transportation network plays a key role in establishing the character of a community and the quality of life that is enjoyed by its residents and visitors. As a vibrant commercial corridor, it is also imperative that good accessibility to businesses is an important objective.

The study is primarily focused on the section of Black Rock Turnpike from the Tunxis Hill Cut-Off to Tahmore Drive, as illustrated in the study area map shown on the following page. In response to comments from the community, the project team will seek to understand how the area north of the primary study area (up to the on-ramp to the Merritt parkway) affects operations and safety along the entire corridor.

The overall approach for the *Black Rock Study* will be to take a broad perspective on the role and function of this stretch of Black Rock Turnpike, and through a contemporary planning process, apply leading-edge engineering solutions to address safety, mobility, and accessibility improvements to the corridor.

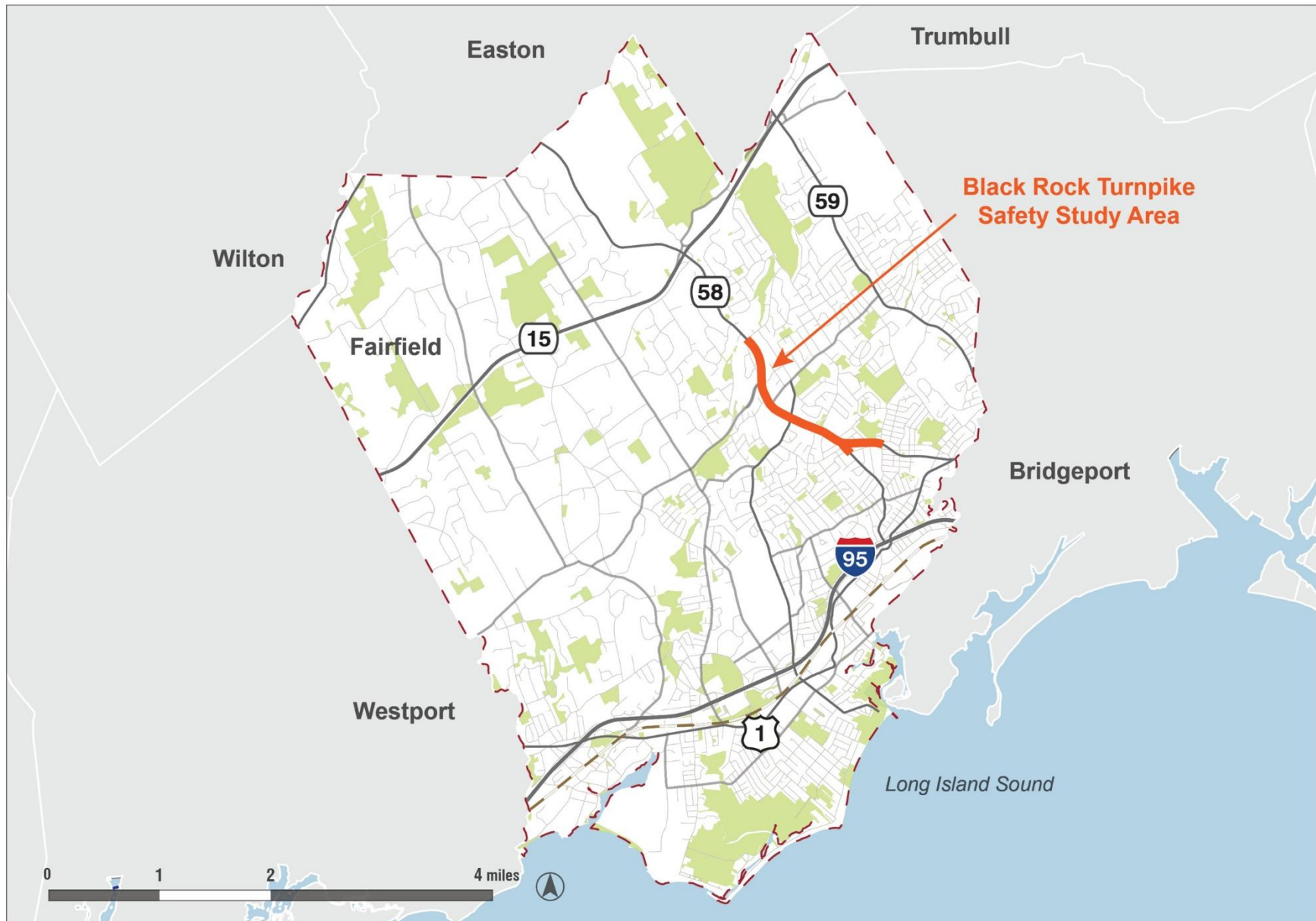


Figure 2-1: Black Rock Turnpike Study Context Map (Source: MetroCOG Geodatabase June 2017)

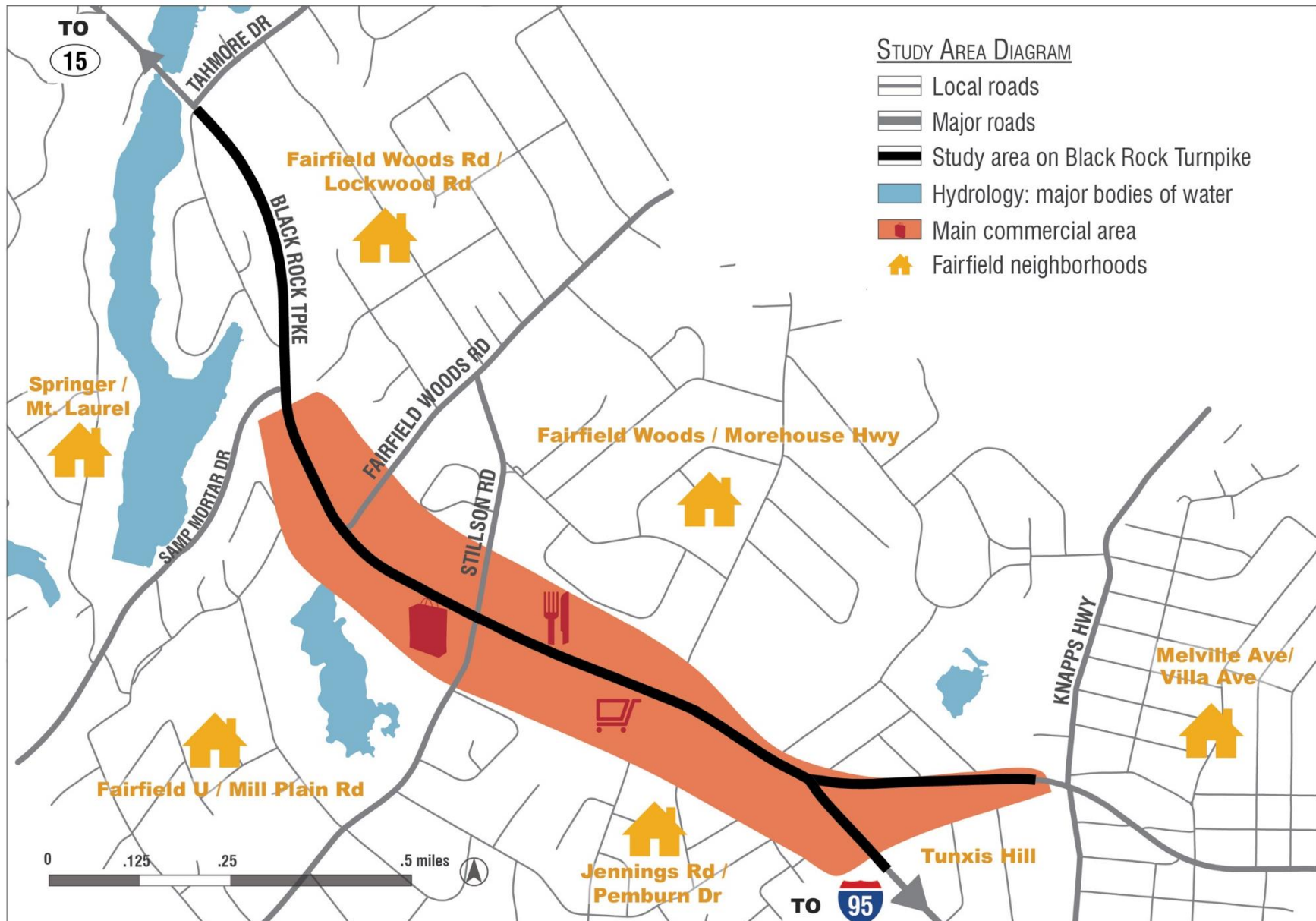


Figure 2-2: Black Rock Turnpike Study Area Diagram (Source: MetroCOG Geodatabase June 2017)



Figure 2-3: Black Rock Turnpike Study Base Map (Source: MetroCOG Geodatabase June 2017)



Figure 2-4: Black Rock Turnpike Study Aerial (Source: Google Earth, 2017)

B. Planning Context

Previous planning efforts have either directly focused on or referenced the need for improvements along the Black Rock Turnpike. The following section provides a summary of some of these prior studies and plans along with their resulting recommendations for the Black Rock Turnpike. The project team will take this prior work into consideration throughout the development of this study, and build off of what has already been suggested when possible.

Congestion Management System (CMS) Study: Route 58 & SR 732 Corridors (Greater Bridgeport Regional Planning Agency, 2003)

The Black Rock Turnpike has been of local and regional concern for decades. In 2003, the Greater Bridgeport Regional Planning Agency (GBRPA), the precursor to MetroCOG, conducted an assessment of the Route 58 and 732 corridors, which included the current study area, known as the *Congestion Management System Study for Route 58 & SR 732 Corridors (2003 CMS Study)*. The purpose of the study was to “thoroughly investigate congestion in the corridor and identify and fully evaluate all appropriate congestion mitigation strategies.” Like the *Black Rock Study*, the highest concentration of crashes was found to be between the Tunxis Hill/Black Rock Turnpike intersection and Samp Mortar Drive. Between 1998 and 2000, the Fairfield Police reported a total of 332 crashes between Burroughs Road and Samp Mortar Drive.

The Town of Fairfield implemented several recommendations from the *2003 CMS Study's* Short- Term Action Plan. These recommendations included additional lanes, minor widening and sidewalk installation. CTDOT revised signal timing along the corridor as well. The Town of Fairfield continues to work with property owners and developers in implementing access management strategies, shared parking and pedestrian facilities.

Fairfield requested that CTDOT continue the two-lane approaches from Tunxis Hill Cutoff and Black Rock Turnpike to extend beyond the Tunxis Hill Cutoff intersection to the Burroughs Road intersection. This change was necessary because the lane reduction along northbound Black Rock Turnpike from two lanes to one lane caused driver confusion and the potential for crashes. CTDOT added an additional lane for both northbound and southbound traffic between Tunxis Hill and Burroughs Road.

The Samp Mortar Drive/Black Rock Turnpike intersection was another problem intersection. Vehicles treated Samp Mortar's eastbound approach to Black Rock Turnpike as if it had a right turn and left turn lane, but it was not formally two lanes. The eastbound approach of Samp Mortar Drive was widened to accommodate two lanes. CTDOT revised signal timing at this intersection and included a pedestrian phase and crosswalk. The Town also worked with the state to formalize the southbound approach of Black Rock Turnpike into two lanes.

Improvements to pedestrian infrastructure have also been implemented. The *2003 CMS Study* found that the sidewalks between Burroughs Road and Samp Mortar Drive provided a safe pedestrian environment, with a width of five feet wide and a four- to six- foot buffer. However, other sidewalks along Black Rock Turnpike were found to be in poor condition and of inconsistent width or materials. Some areas did not have sidewalks. Sidewalks were installed on the western side of Black Rock Turnpike from Burroughs Road to Tunxis Hill Road, and continue on Tunxis Hill Road to Cedarhurst Lane. Along the west side of Black Rock Turnpike (Route 732), over 2,000 feet of sidewalk was installed from Mortiz Place south to Baros Street.

Town Plan of Conservation and Development (Town of Fairfield, 2016)

The *POCD* describes the town's planning goals and includes chapters on demographics, housing, the local economy, community facilities and services, land use, transportation and traffic conditions. It also includes chapters that describe the existing and recommended development policies as well as a Shore Area Management Plan.

The recommended development policies are organized by planning areas. The section of the Black Rock Turnpike that is the focus of this *Black Rock Study* is located within the planning area known as Samp Mortar/Black Rock Turnpike. The town's *POCD* includes the following recommended development policies for this area:

- Encourage and support efforts of commercial property owners to upgrade the visual quality of Black Rock Turnpike with building, landscape, and sign improvements.
- Encourage opportunities for shared parking and vehicle access on Black Rock Turnpike to reduce the number of driveways.
- Eliminate barriers to pedestrian traffic between commercial properties and encourage better pedestrian linkages between such properties to reduce excessive vehicle movements.
- Encourage diversity of commercial uses including mixed residential/commercial uses to maintain and increase the vitality of the business corridor.
- Encourage the creation of a pedestrian/bicycle path along the Mill River corridor to link existing open spaces.
- Require parking lot shade trees for new commercial construction and redeveloped sites and encourage them for existing sites.

- Resist expansion of commercial districts.

Town of Fairfield Bicycle and Pedestrian Master Plan (Fairfield Bicycle and Pedestrian Plan Advisory Committee, 2013)

With encouragement from the Fairfield Bike Walk Coalition and support from the Greater Bridgeport Regional Council (GBRC), the Fairfield Bicycle and Pedestrian Plan Advisory Committee was formed in March 2010. In April 2012, First Selectman Michael Tetreau restructured the committee and it is now comprised of 9 residents with staff from the Town of Fairfield serving as advisors.

When it was initially formed, the Committee's goal was to develop a town-wide bicycle and pedestrian plan. They successfully did so, with technical assistance from GBRC, in 2013 when the *Town of Fairfield Bicycle and Pedestrian Master Plan* was endorsed by the Board of Selectmen. Today one of the Committee's primary goals is to work with the Public Works, Engineering, Health and Plan and Zoning departments to implement this town-wide plan.

Within the *Town of Fairfield Bicycle and Pedestrian Master Plan* there are numerous recommendations for the Black Rock Turnpike. These recommendations are as follows:

- Meet regularly with the CT Department of Transportation to advocate for much-needed bicycle and pedestrian improvements on state roads and intersections, including the Black Rock Turnpike/Tunxis Hill Road (Route 58).
- Designate shared roadway bicycle routes that provide intra- and inter-town connections and access to the Town Center, beaches and commuter rail stations.
 - Shared roadways have a four-to-five foot bicycle shoulder with a painted edge line (if the road is at least 30-32 feet wide). If the road is too narrow for a

bike shoulder, a Shared Lane Marking (sharrow) would be stenciled on the road. Standard bicycle route signage would mark all routes. Shared lane bicycle routes are recommended below.

- Shared Lane North-South Bicycle Routes are recommended via Black Rock Turnpike, Tahmore Drive, Burroughs Road, High Street, Holland Hill Road and Barlow Road.
- Construct ADA compliant indents into the curb and shoulder area to provide a space for buses to pull off the road and pick-up/drop-off riders, particularly along the Post Road and Black Rock Turnpike.
- Complete the sidewalk network on Black Rock Turnpike between Candlewood Drive and Jennings Road, on Holland Hill Road by Gould Manor Park, and Fairfield Beach Road between the Penfield Pavilion and Beach Road.

Figure 2-5 illustrates the town-wide proposed bicycle route network in the *Town of Fairfield Bicycle and Pedestrian Master Plan*. While the Black Rock Turnpike has not been designated as a bicycle route at this time, its identification as a problematic corridor in need of improvement is partial justification for this *Black Rock Safety Study*.

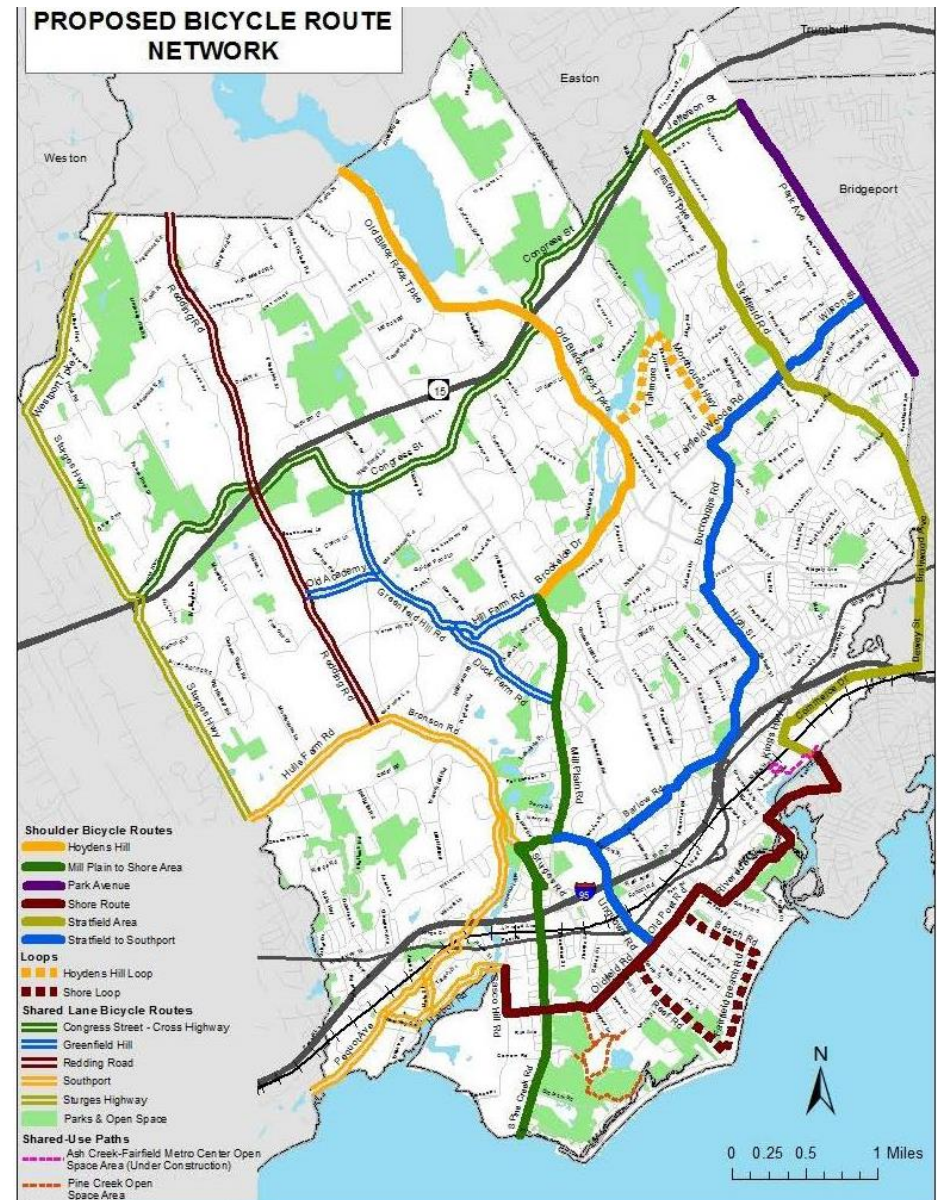


Figure 2-5: Town-wide Proposed Bicycle Route Network (Source: Town of Fairfield Bicycle and Pedestrian Master Plan, 2013)

C. Process and Engagement

The *Black Rock Turnpike Safety Study* is being prepared by a project team that consists of several organizations. The Regional Council of Governments, MetroCOG, is managing the project in coordination with the Town of Fairfield. The consultant team is led by Fitzgerald & Halliday, Inc. (FHI) with assistance from Tighe & Bond and CT Counts, LLC. In addition, key stakeholders and the public are considered to be an integral part of the project team and will continue to be involved through various outreach efforts.

The total budget for the study is \$375,000 and it is being fully funded by the State of Connecticut's Local Transportation Capital Improvement Program (LOTICIP).

It will be completed by the middle of 2018 and include a total of three main phases as follows:

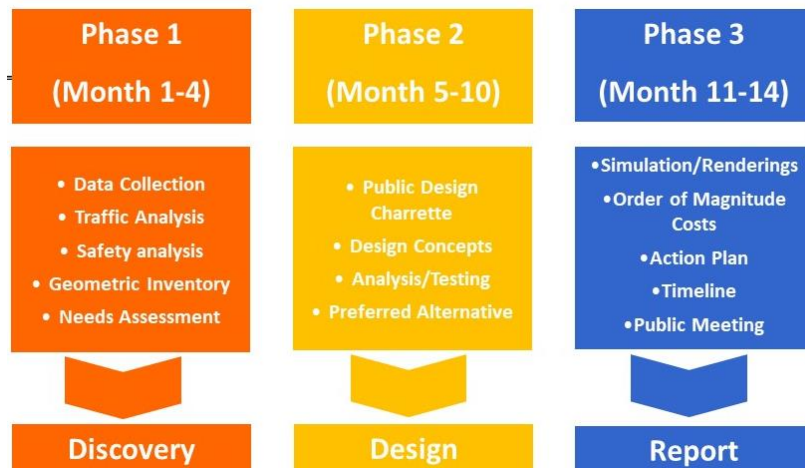


Figure 2-6: Black Rock Turnpike Safety Study Process Diagram

Community Engagement

The development of this *Existing Conditions Technical Memorandum* has benefited from extensive community outreach that was intended to provide interested parties with a means to communicate their transportation needs and concerns with the project team. This input has greatly contributed to the team's understanding of the Turnpike and will guide the development of recommendations as the study continues.

The following summarizes the community engagement activities that have occurred thus far. It should also be noted that there will be additional opportunities for input as the study progresses to the next phases. This will help to ensure that the *Black Rock Study* results in a plan that responds to the needs and desires of those who travel along and spend time on the Turnpike.

Committees

The *Black Rock Study* is intended to be a collaborative effort among the many stakeholders with a vested interest in the future of the Black Rock Turnpike. As such, the project team will receive guidance from two advisory committee, both of which will meet throughout the project. The responsibilities of these committee members are as follows:

- Provide insight and expertise on local conditions and issues;
- Collaborate with the project team to brainstorm potential ideas and recommendations;
- Review and provide feedback on project products before they are broadly distributed to the public; and
- Assist with the project team's public and stakeholder outreach effort by (1) identifying information resources and potential lines of communication; and (2) helping to raise awareness about community outreach efforts.

The two committees are described in further detail below.

Technical Advisory Committee

The Technical Advisory Committee (TAC) is comprised of representatives from the public organizations and agencies that are involved in the study. The project team will meet with the TAC three times over the course of the study so the committee members can provide their technical knowledge about engineering, design guidelines, policies, and more. The first meeting was held on Wednesday, May 31st and focused on the conclusion on the discovery phase as well as preparations for the Public Meeting that occurred the following week. Members of the TAC are as follows:

Table 2-1: Technical Advisory Committee

Name	Organization
Anna Bergeron	CTDOT, Transportation Planner
Doug Holcomb	Greater Bridgeport Transit (GBT), CEO
Steve DeMichele	GBT, Planner
Meghan Sloan	MetroCOG, Planning Director
Matt Fulda	MetroCOG, Executive Director
George Obeng	MetroCOG, GIS Technician
Mark Barnhart	Fairfield Office of Community & Economic Development, Director
Bill Hurley	Fairfield, Engineering Manager
Jim Wendt	Fairfield, Planning Director
Brian Carey	Fairfield, Conservation Director
Rob Kalamaras	Fairfield Police
Gary Wikman	Fairfield Police

Community Advisory Committee

The Community Advisory Committee (CAC) includes representatives from local businesses as well as community organizations, groups, and institutions with key expertise and local knowledge about the Black Rock Turnpike. The CAC will formally meet twice over the course of the study at approximately the same times as TAC meetings. In addition, the CAC briefly met prior to the Public Meeting on Wednesday, June 7th to formally introduce the project team and discuss the committee's role. Members of the CAC are listed below:

Table 2-2: Community Advisory Committee

Name	Organization
Steven Heffer, M.D.	AFC Urgent Care, Owner/Medical Director
Caleb Hodson	Black Rock Congregational Church
Eileen Kennelly	Disability Services Coordinator
Kevin Lesko	EDC Member/Property Owner
Laura OBrien	Fairfield Bike/Ped Committee, Vice Chair
Keith Gallinelli	Fairfield Bike/Ped Committee, Chairman
Tom Cullen	Fairfield BOE, Director of Operations
Beverly Balaz	Fairfield Chamber of Commerce, President
Ray Meglio	Fairfield Economic Development Commission
Gerry Alessi	Fairfield P&Z Commission, Vice Chairman
Urb Leimkuhler	Fairfield Senior Advocates
David Ebling	Fairfield Warde HS, Principal
Nancy Coriaty	Fairfield Woods Library
Gary Rosato	Fairfield Woods MS, Principal
Laura Cretella	Holland Hill Elementary, Principal
Bruce Carter	Human Services Commission
Laura Incerto	Human Services Commission

Robert Riemer	Jennings Elementary
Ken Kleban	Kleban Properties
Jason Hyde	Lake Hills Neighborhood Association, President
Larry Roberts	Larry Roberts Properties
Dave Marsillio	Marsillio's
Leslie Pearson	McKinley Elementary, Principal
Michelle Gurner	McKinley Elementary, PTA Representative
Frank Arnone	Osborn Hill Elementary, Principal
Lynne Brocklesdy	Osborn Hill Elementary, PTA Representative
Jack Wallace	Resident
Tom Tully	Shoprite, Store manager
Carol Martin	The Fairfield Housing Authority, Executive Director
John Ficke	Transportation Supervisor (School Buses)
Chris Petherick	Wild Birds Unlimited, Owner

Website

A publicly accessible project website, accessed via <http://bit.ly/blackrocksafetystudy>, was developed and hosted on MetroCOG's main website. The public has been encouraged to visit the website to learn more about the Black Rock Study, view meeting announcements and related materials, review published material and draft documents, and submit comments.

A project email (blackrockstudy@fhiplan.com) was created as another option through which people could submit comments. Meeting announcements and project updates were also sent out to Committee members as well as members of the public who had signed up for the mailing list via this email account.

A significant number of comments were received via the website and the project email that varied from questions, input, new ideas, and other considerations. The project team will continue to take this input into account throughout the next phases of the Black Rock Study.

In addition, business cards with the project name, logo, and website address have been distributed to the public and available at all engagement events.



Figure 2-7: Black Rock Turnpike Safety Study business card

Pop-Up Outreach Event

On Saturday, June 3rd, 2017, the project team hosted a "Pop-Up Outreach Event" near the entrance/exit to ShopRite along the Black Rock Turnpike, which was selected for the high level of pedestrian traffic it attracts on a typical Saturday. The purpose of the event was to:

- Solicit input on the community's impressions of the Turnpike's existing issues

- Introduce the community to the project and encourage the community to attend the June Public Meeting
- Distribute the URL link to the online survey

From 10:00 AM – 2:00 PM, the project team set up a project booth with informational material and two large poster boards through which to solicit input. A map of Fairfield was shown on the first board with the title “Where do you live?” Visitors to the booth were asked to use a sticker dot to indicate where they live. Two boxes were also included where people could place dots if they lived in Fairfield but outside the study area or if they lived outside of Fairfield.

A second poster displayed a more detailed map of the study area along with the question prompt, “Where are the biggest issues along the Black Rock Turnpike?” Attendees were provided a set of sticker dots that they used to place wherever they thought issues exist. Staff was on hand to talk with participants about the areas they were marking and why. The resulting map, shown in Figure 2-10 on the following page, clearly illustrates that the area between Brookside Drive and Burroughs Road is in need of improvements. All the intersections were noted as problematic in some way as well as the driveway entrance to ShopRite. Many participants also described various issues within the parking lots off the Turnpike as well.

Public Meeting

A public meeting was held on Wednesday, June 7th, 2017 at 7:00 PM in the All-Purpose Room at Osborn Hill School. The meeting included a presentation and small group breakout sessions for an interactive activity. The presentation provided an overview and background information about the project, including the project purpose, schedule, and vision, as well as a review of previous community engagement events and the existing conditions analysis. After a brief question and answer session, attendees were broken into small groups. Each group received a large aerial map of the study area and

a handout with instructions that asked them to share their thoughts about the existing conditions on the Turnpike. For example, attendees were asked to use red markers to circle locations that they thought were very unsafe and to use a purple marker to indicate which driveways are the most challenging to get into and out of.



Figure 2-8: Small Group Working Session, June 7th Public Meeting



Figure 2-9: Small Group Working Session, June 7th Public Meeting



Figure 2-10: Map of Public Input during Pop-Up Outreach Event on June 3rd, 2017: Issue Areas along Black Rock Turnpike

Online Survey

An online survey was conducted during the summer of 2017 to help the project team better understand the issues and opportunities for all those who travel along the Turnpike, including motorists, bicyclists, pedestrians, and transit users. The survey was available for the public to participate from Monday, May 22nd to Friday, July 28th and it was advertised via a press release from the Town of Fairfield; social media sites for MetroCOG and the Town of Fairfield; various mailing listserves, including the one developed for this project; the Committee members' networks; local community blogs and websites; seat drops on GBT's Route 10 bus; and more.

A total of 1069 people completed the survey, approximately 70% of whom live in Fairfield. Respondents answered questions about how

and why the currently travel along the Black Rock Turnpike as well as what improvements they would like to see along the Turnpike in the future. A visualization of the results of the two questions regarding the future of the Black Rock Turnpike is shown in Figure 2-11. A full compilation of results, including comments, can be found in Appendix A.

Upcoming Opportunities for Engagement

There will be additional opportunities to provide input as this study continues to develop. Examples include another Pop-Up Outreach Event, Public Workshop, and stakeholder interviews. The project website is regularly updated with news and opportunities to get involved.

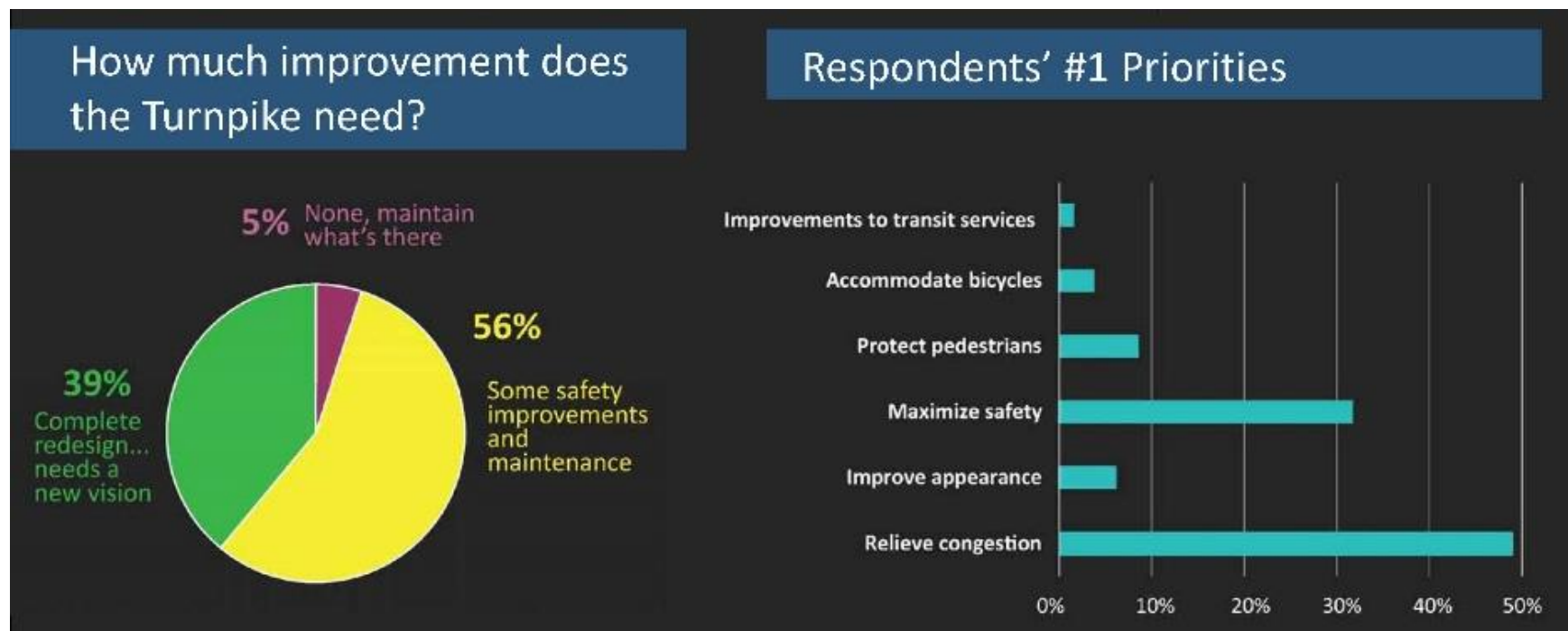


Figure 2-11: Sampling of results from Black Rock Turnpike Safety Study Online Survey (Fitzgerald & Halliday, November 2017)

3. EXISTING CONDITIONS

A. Transportation Network Overview and Context

The existing roadway network in the study area links residential neighborhoods to retail destinations. The roadway network in the immediate vicinity provides access to various other land uses (parks, schools, and waterfront) and links major cities such as New Haven, Stamford, New York and Boston.

i. Functional Classification

The functional classification defines the role that the roadway plays in moving vehicles through a transportation network. Functional classification carries with it expectations about roadway design, including its speed, capacity and relationship to existing and future land use.

Within the study area, Black Rock Turnpike (Route 58) is classified by the Connecticut Department of Transportation (CTDOT) as an urban minor arterial. At the southern end of the study area, Tunxis Hill Cutoff (Route 58) and Black Rock Turnpike (Route 732) are also classified as minor arterials. In the center of the overall study area, Black Rock Turnpike is intersected by Stillson Road (Route 135), which is also a minor arterial. Minor arterials generally provide service for trips of moderate length, and offer connectivity to principal arterials. They are generally regarded as essential corridors for both local and regional travel.

ii. Regional Travel Patterns

To the immediate north of the study area, Black Rock Turnpike provides access to the Merritt Parkway (State Route 15) at Interchange 44. The Merritt Parkway runs west towards Norwalk, CT and east towards Trumbull, CT. Black Rock Turnpike also extends southward of the study area, and provides access to Interstate 95 at Interchange 24. Interstate 95 is a major arterial that provides interstate mobility to both New York City to the west and to Providence/Boston to the east. Black Rock Turnpike also provides access to Route 1 in this area, which parallels Interstate 95, both provides local access to towns along CT's shoreline as well as longer-distance interstate mobility. Given that Black Rock Turnpike provides access to and from such major highways, it will undoubtedly continue to play an important role for regional travelers.

iii. Local Travel Patterns

At the local level, Black Rock Turnpike provides direct access to a major commercial district in the Town of Fairfield. The densest portion of this commercial district spans from the intersection with Burroughs Road to just south of the intersection with Samp Mortar Drive. Driveways to the businesses in this area are located on both sides of Black Rock Turnpike. Business owners rely on there being safe and efficient access to these driveways so that shopping activity can remain resilient. Balancing the needs of local travelers that want to access commercial locations along Black Rock Turnpike and regional travelers looking to access one of the nearby major highways is an important component of this project.

iv. Surrounding Land Uses and the Built Environment

The section of the Black Rock Turnpike that is included in this study travels through two distinct areas. The first is the northern area between the intersection with Tahmore Drive and the intersection

with Samp Mortar Drive. This area is mainly single-family residential development on one-half to one-acre lots. Many of these residences are part of the Lake Hills Neighborhood. This area also has numerous privately-owned lakes and recreation spaces in addition to public open green areas.

The second distinct area is very different in its land use and character. This area includes the portion of the Black Rock Turnpike that runs between Samp Mortar Drive to the end of the study area at the Tunxis Hill Cut-off. It is characterized by substantial commercial development serving both Fairfield and the surrounding communities. This kind of commercial development is often referred to as 'high-end big box retail' although it also includes businesses that focus on financial services, dining, and more. Examples along the Black Rock Turnpike include the Gap, Old Navy, Party City, Trader Joe's, ShopRite, Dunkin Donuts, Panera, T.J. Maxx, Bank of America, Starbucks and much more. While some condominium developments also exist in this area, the commercial cluster of establishment dominates the area.

Almost all of these developments have been designed with large setbacks to allow for large parking lots to exist in the front of the building. This type of design is often considered auto-centric and can contribute to a built environment that is less comfortable for pedestrians. Other elements that contribute to the built environment are large-footprint building massing, deep building setback, mostly ground floor uses, and architectural qualities typical of commercial strip development.

Many of these commercial businesses share a parking lot but some do not. Black Rock Turnpike is a road marked with numerous driveways, as shown in Figure 3-1. High concentrations of driveways were determined according to a qualitative review of all curb cuts; no quantitative methodology was used. The number of driveways, or curb cuts, increases the number of potential conflicts, both vehicular

and non-vehicular alike, while also contributing to congestion, confusion, and frustration for motorists as they attempt to find a break in traffic. Many businesses have attempted to clarify which driveway is the correct one for their associated parking lots with signage. Some members of the community have expressed that the amount of sign clutter along the Turnpike has had the opposite effect.

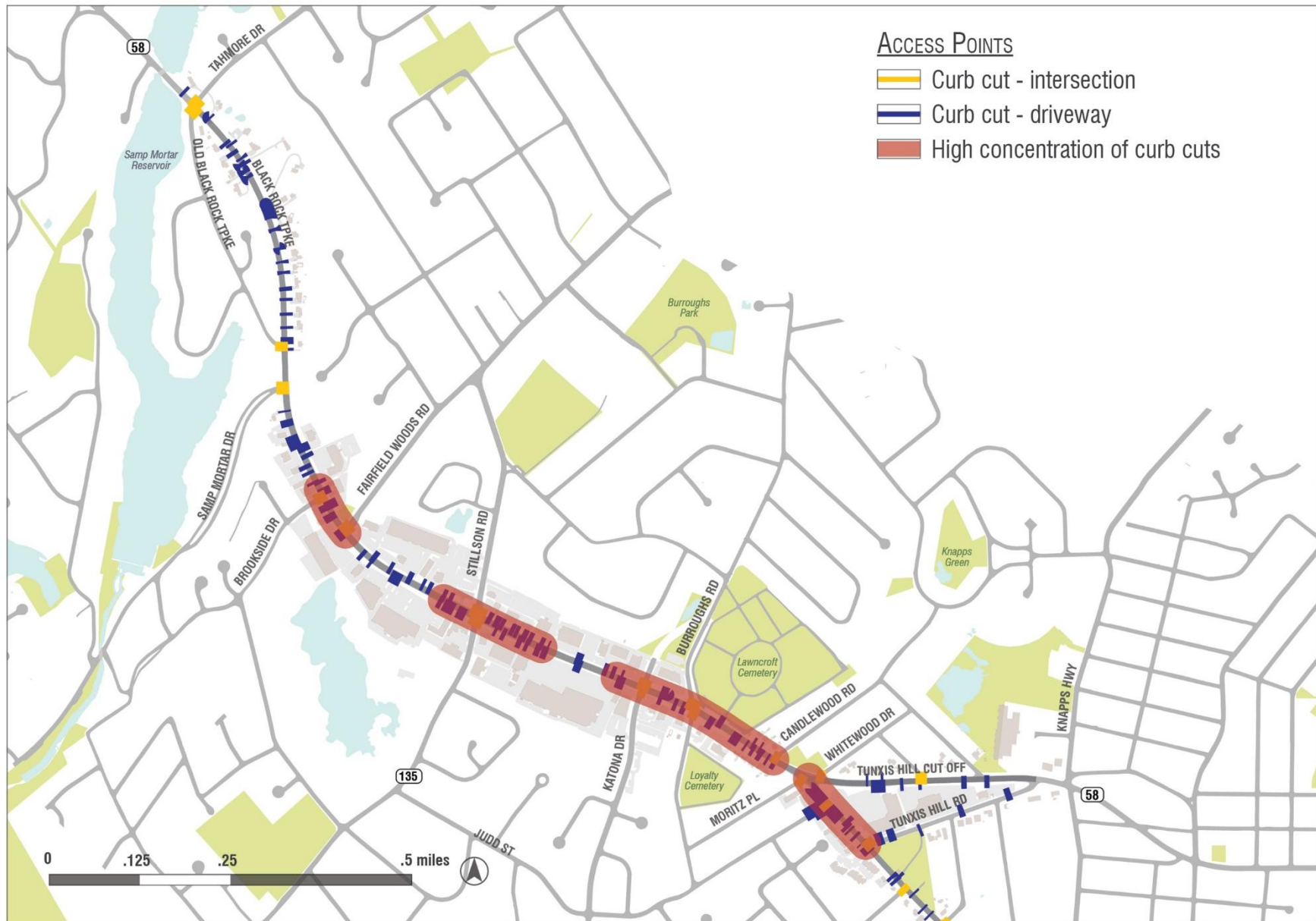


Figure 3-1: Access Points (Source: MetroCOG Geodatabase June 2017; Fitzgerald & Halliday, Inc. Field Data June 2017)

v. Environmental and Cultural Considerations

Environmental and cultural features have been identified within the study area. This information will inform the study recommendations by ensuring sensitivity to surrounding context. The following features were included in this inventory:

- Environmental and Cultural Resources
 - Parks, open spaces, cemeteries
 - Recreation areas
 - Tree cover
 - Hydrology: Rivers, lakes/ponds, streams, reservoirs, and marsh swamp
 - Marine features: docks and piers
 - Schools
 - Historic properties (as defined by the Town of Fairfield*)
- Constraints to Development
 - 100-year floodplain
 - 5-year floodplain
 - Marsh swamp
 - Steep slope (over 15%)

The locations of these features are illustrated in Figures 3-2 and 3-3 on the following pages. The high number of environmental and cultural resources that are in close proximity to the study area is also notable and further emphasizes the important role the Black Rock Turnpike plays as a local connection for residents and visitors alike. The map also highlights the lack of environmental features immediately adjacent to the Turnpike's main commercial area due to the built environment, such as buildings and parking lots. As such, the study might consider strategies to mitigate harmful effects from

stormwater run-off. It is also important to note that a small portion of the study area in the north is within the 100-year floodplain or 500-year floodplain as this will have to be taken into consideration if any recommendations for this portion of the Turnpike require construction.

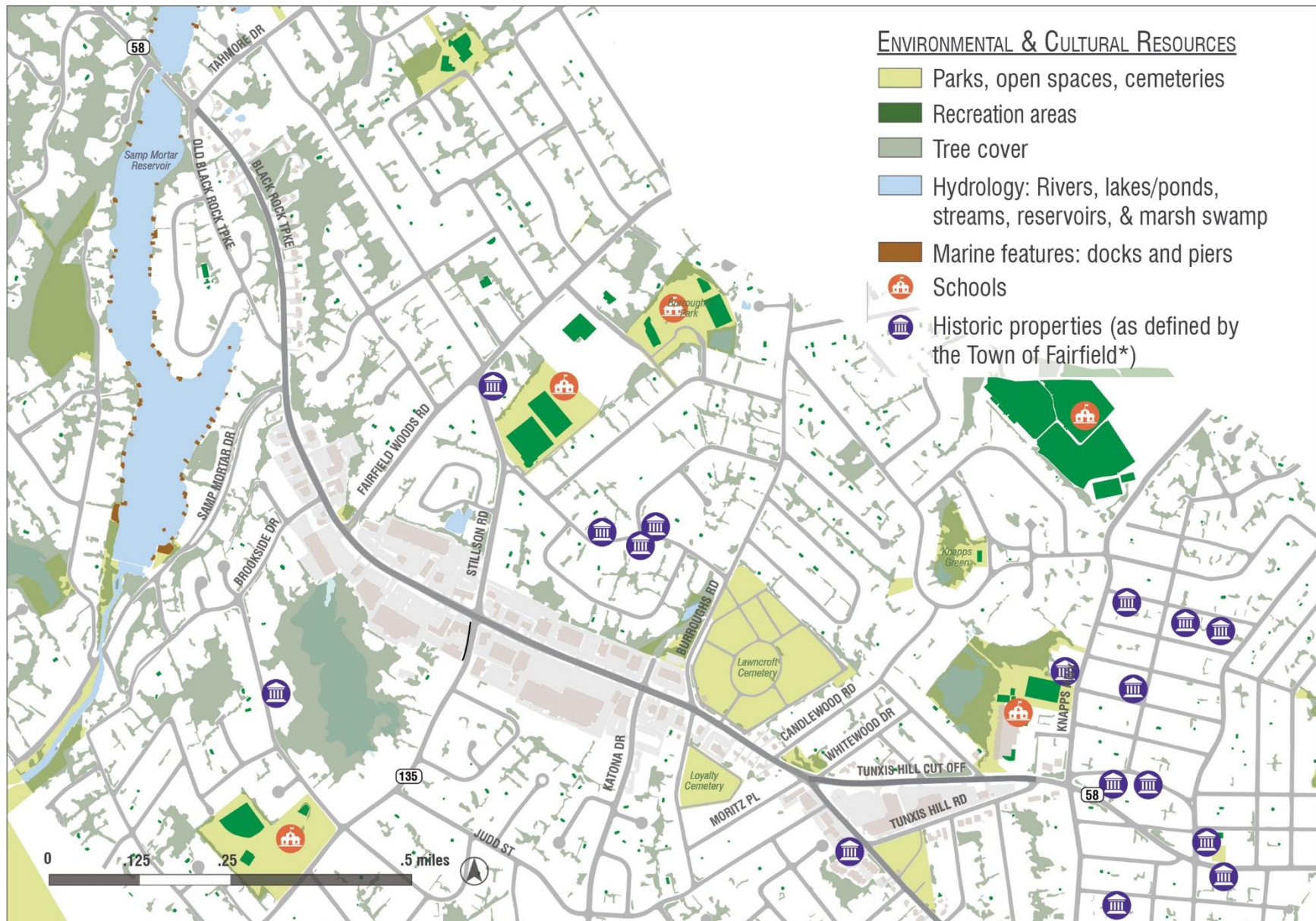


Figure 3-2: Environmental and Cultural Resources (Source: Town of Fairfield, MetroCOG Geodatabase June 2017)

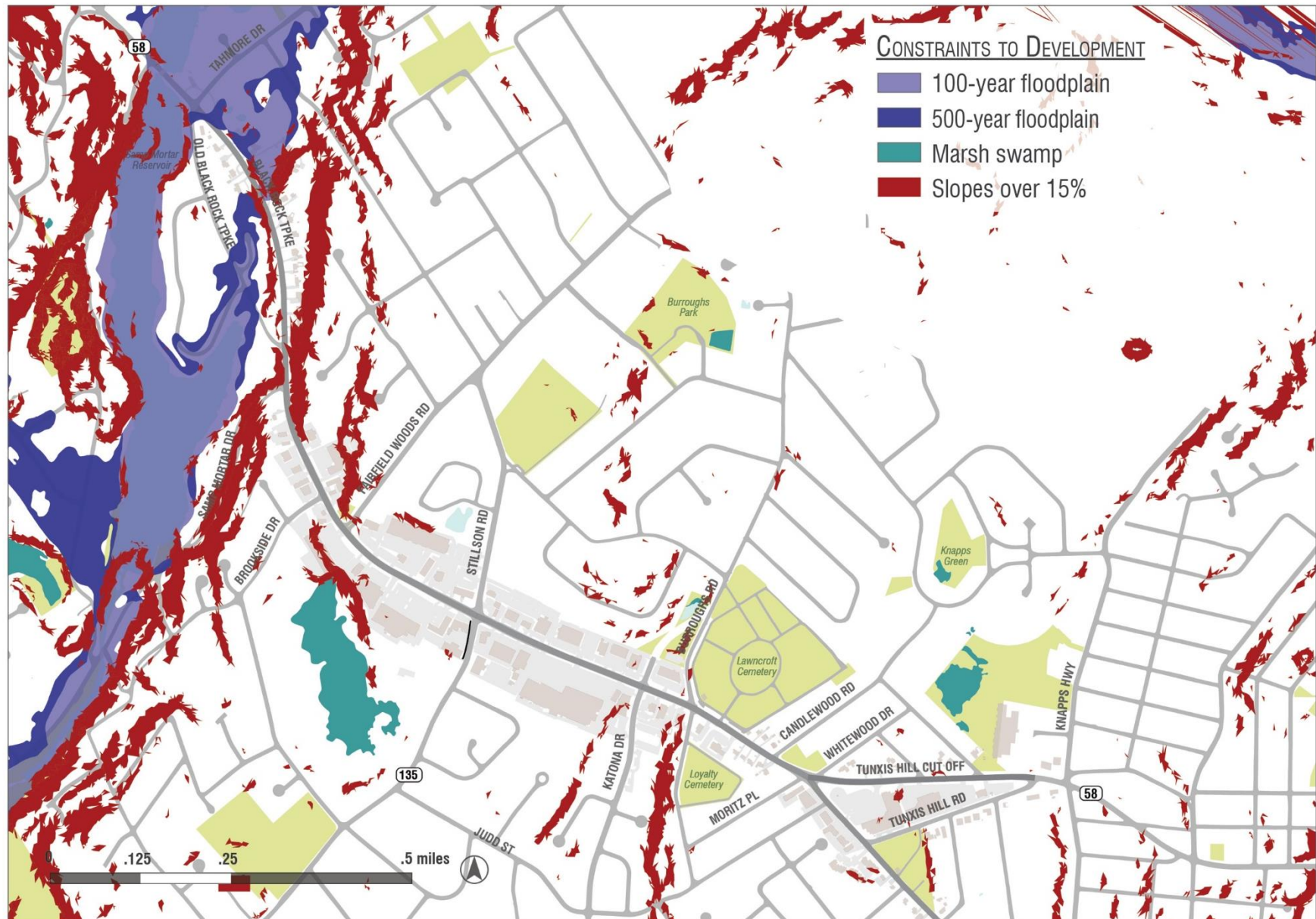


Figure 3-3: Constraints to Development (Source: CTDEEP, MetroCOG Geodatabase June 2017)

B. Roadway Geometry

The physical layout (geometry) of a road contributes to the degree of safety for motorists, bicyclists, and pedestrians. Factors such as number of lanes, lane width, grade, curvature, and intersection type affect traffic volume, capacity, travel speed, congestion, safety, access to property, and driver behavior. This section summarizes geometric conditions and will be important when considering the integration of all travel modes and addressing any gaps in the transportation system. Figure 3-4 provides a summary of the study area geometry and traffic control. In addition, roadway cross sections for various locations along the corridor are provided in Appendix B.

i. Travel Lanes

Black Rock Turnpike is a minor arterial that begins at U.S. Route 1 in Fairfield to the south and continues north through Easton and Redding and into Bethel where it terminates at Route 302. The study area for this project focuses on the area between the Black Rock Turnpike intersection with Tahmore Drive and Old Black Rock Turnpike to the north and Tunxis Hill Road to the south. The study area lane configuration varies between two-lanes to four-lanes as summarized in Figure 3-4. The north and south ends of the study area carries two lanes of traffic, one in each direction, and the central portion carries four lanes of traffic, with a left turn pocket that serves as a fifth lane at the Route 135 (Stillson Road) intersection. The lanes are standard widths including 11 feet for through travel lanes, and 10 to 12 feet for left and right turning lanes. In some cases, approaches from the side streets offer sufficient width (18 feet plus) to allow for simultaneous movements from a single travel lane.

ii. Shoulder Width

Road shoulders serve a number of purposes including emergency vehicle access, breakdown space, and lane separation for bicyclists

and pedestrians on the sidewalk. According to the CTDOT Highway Design Manual, arterials are typically designed with 4 foot to 8 foot shoulders. Generally, Black Rock Turnpike has inconsistent shoulders ranging 1 foot to 10 feet wide, with wider shoulders at the north and south ends of the study corridor and narrower along the denser development in the center of the study area. Undersized shoulder widths of less than 4 feet cannot effectively accommodate larger vehicles and challenges bicycle and pedestrian travel along the corridor. Therefore, the only portions of the study area conducive to bicycle travel are at the northern and southern ends.

iii. Vertical Grade

Highway grade, or hills, can present safety and operational challenges by restricting sight lines and increasing the distance a vehicle needs to safely stop. During inclement weather, road grades can also contribute to the loss of traction between a vehicle's tires and the pavement surface. The CTDOT Highway Design Manual suggests that a 7% grade should be considered the maximum for arterial roadways. Generally, Black Rock Turnpike contains grades well below 7% with the exception of three locations. Uphill gradients of 5% to 7% approaching the Samp Mortar Drive, Fairfield Woods, and Burroughs Road intersections from the north. In addition, Samp Mortar Drive has an uphill gradient of approximately 7% and Fairfield Woods has a steep downhill gradient of approximately 11% approaching their intersections with the Black Rock Turnpike.

iv. Horizontal Curvature and Sight Distance

Horizontal curvature of a roadway affects a driver's ability to see far enough to be able to stop safely to avoid a collision. Curves also can contribute to a loss of control of a vehicle if speed limits are not followed. There are two common sight distances that control the

design of a roadway, stopping sight distance (SSD) and intersection sight distance (ISD). The SSD is defined as the distance it takes for a driver to identify a hazard in the roadway and have the vehicle come to a safe stop, while the ISD is the distance a driver must see from an intersecting roadway to make a safe turn onto a roadway.

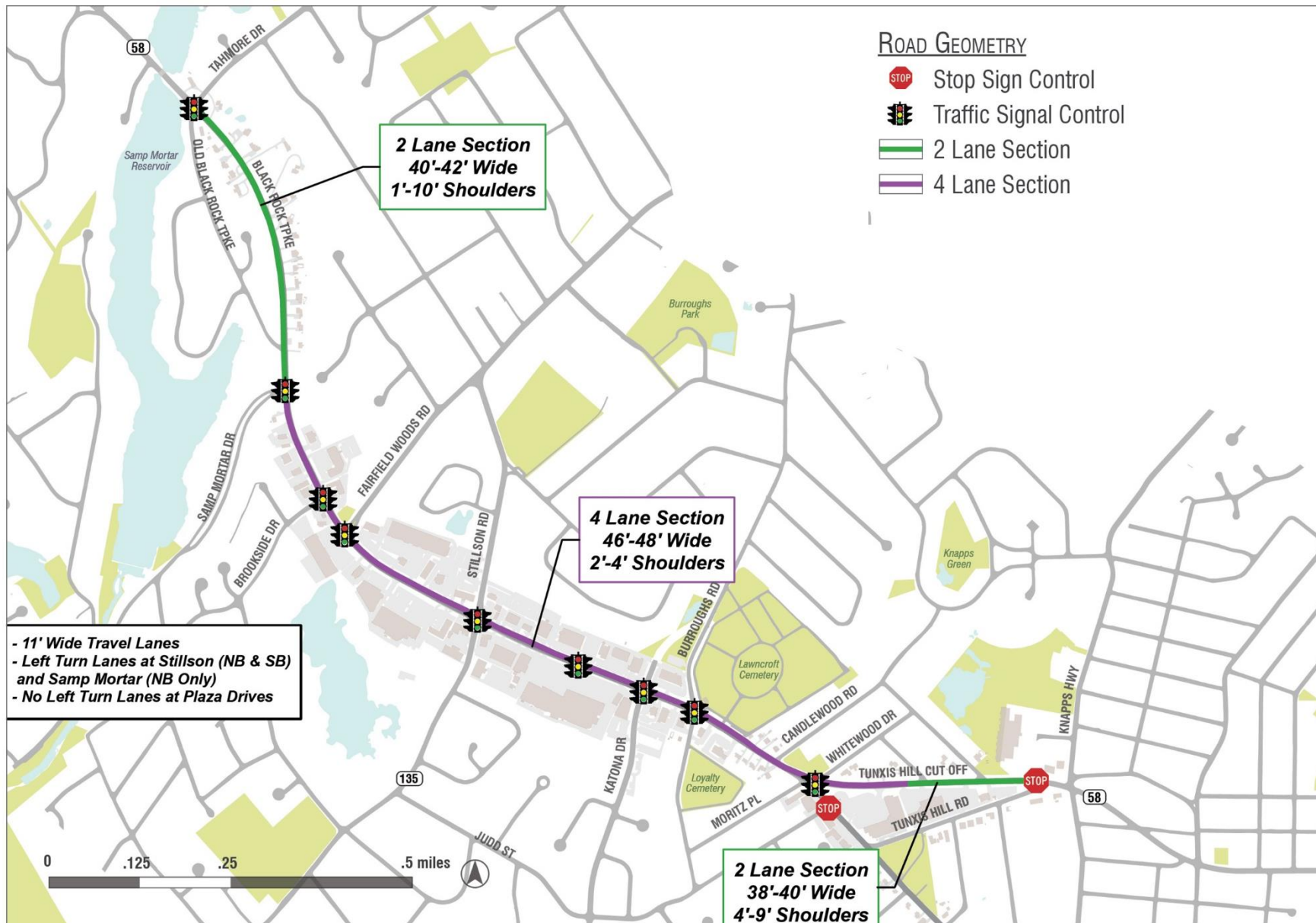


Figure 3-4: Roadway Geometry (Source: Tighe & Bond, September 2017)

Table 3-1 identifies both the SSD's and ISD's along the corridor per the CTDOT Highway Design Manual based on the roadway cross section and posted speed limits of 30 and 35 miles per hour. However, as detailed in the travel speed section, vehicles were observed traveling above the posted speed limit in several sections of the study area, which would increase the SSD's and ISD's. Several intersections and driveways along the corridor also have limited sight distance, which is discussed in further detail in the next section. Black Rock Turnpike at Fairfield Woods Road is one notable intersection where sight distances are restricted due to the horizontal curvature of the Turnpike as well as over grown vegetation and a retaining wall south of the intersection.

In general, the corridor provides sufficient SSD's for traffic along Black Rock Turnpike. In some cases, limited ISD's were observed due to the horizontal and vertical curvature along Black Rock Turnpike, grade and retaining walls adjacent for the roadway, and traffic signal equipment, utility poles, and landscaping proximate to intersections.

Table 3-1: Required Stopping Sight Distance (SSD) & Intersection Sight Distance (ISD) for Posted Speed

Driveway	Posted Speed	Required SSD (ft) Both Directions	Required ISD (ft) Both Directions
Route 58 Part One*	30	200'	
Route 58 Part Two**	35	250'	
Minor Approaches	25		280'
Minor Approaches	30		335'
Minor Approaches	35		390'

Source: 2013 CTDOT Highway Design Manual 11-2(6) (pg 299)

*Part 1 – Route 1 to Samp Mortar Drive #2; **Part 2 – Samp Mortar Drive #2 to .37 Mi N/o Route 1

v. Traffic Control

Traffic signals and stop signs control the flow of traffic on Route 58 and streets that intersect it as shown in Figure 3-5. There are 9 signalized intersections along the corridor and CTDOT operates and maintains these signals. The unsignalized intersections within the study area are two-way stop controlled and are located at the Black Rock Turnpike and Tunxis Hill Road intersection and the Route 732 at Judd Street intersection. Two-way stop controlled intersections have stop control on the side street or minor approaches while the main street remains uncontrolled.

Traffic flow at signalized intersections is controlled by the signal timing and phasing as well as the overall cycle length (the amount of time given to complete all traffic movements). The cycle length is the total time for a traffic signal to complete one sequence of all movements within an intersection and generally range from 45 seconds to 180 seconds. The larger or more complex an intersection's configuration is, the greater the cycle length will be to accommodate all movements. Changes in traffic demand throughout the day will also result in varying cycle lengths, with longer cycle lengths and phases during peak times and shorter cycle lengths during off-peak times.

To further manage traffic flow, signals can be actuated; meaning they are triggered by an approaching vehicle, or set at a fixed time if no detection device has been installed. These detection devices are usually cameras located on the overhead wires or poles or loops located in the roadway travel lane. All signals in the study corridor are actuated for side streets and left turns from Black Rock Turnpike.

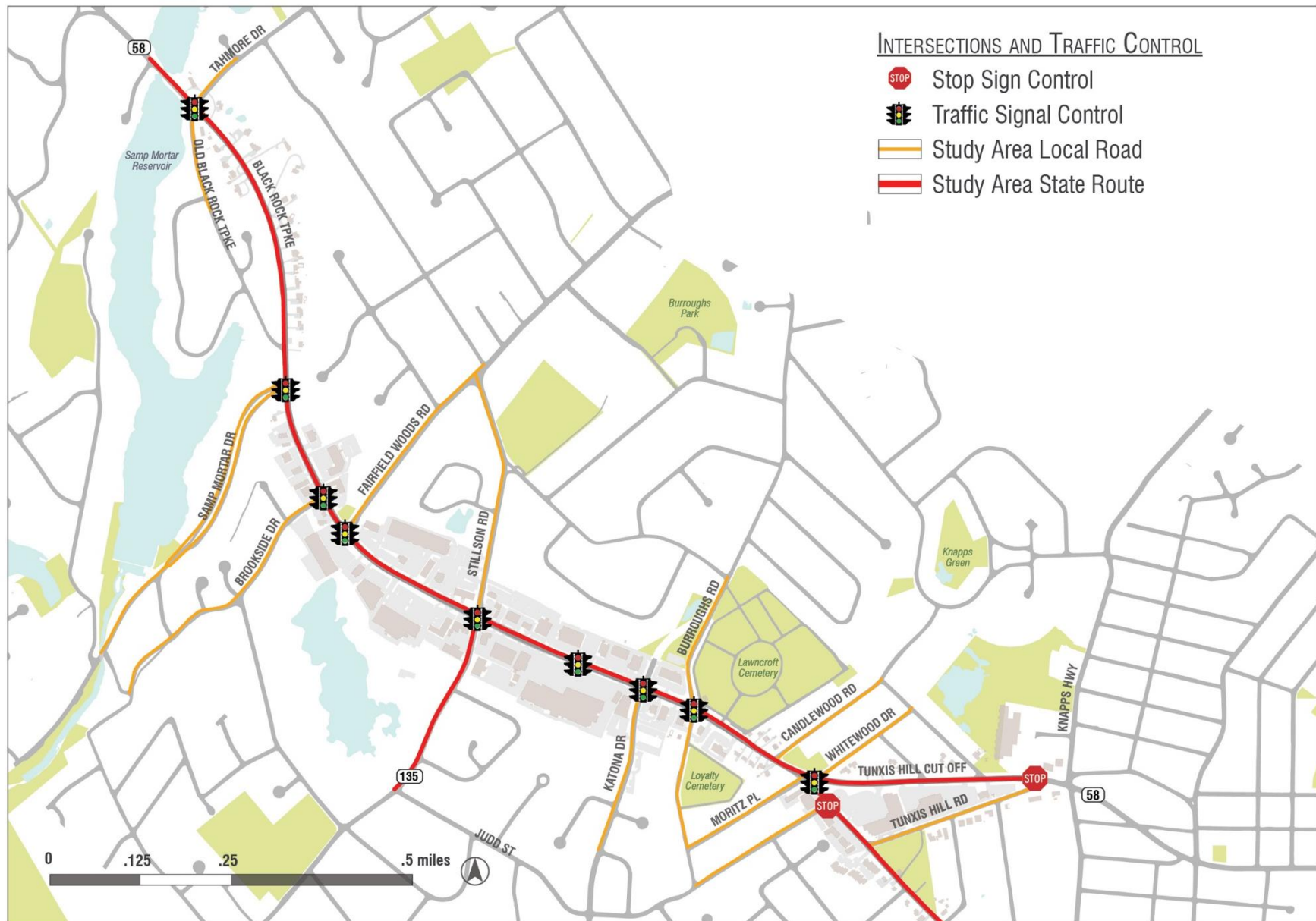


Figure 3-5: Study Area Intersections and Traffic Control (Source: Tighe & Bond, September 2017)

Signal coordination is another form of traffic control. This occurs when closely-spaced signals coordinate individual movements so that drivers encounter a progression of green lights as they travel along the coordinated corridor. All the signals along the Black Rock Turnpike in the study area operate in a coordinated system with the exception of the intersection with Tahmore Drive and Old Black Rock Turnpike, which is located too far from the other signals to benefit from coordination. In addition, although the Route 135 (Stillson Road) and Moritz Place and Tunxis Hill Cut Off are part of the coordinated system, they run free from the coordination to allow for flexibility in each signal movement phase to accommodate vehicles on all approaches more efficiently.

The standard practice is to develop time-of-day signal timing plans to account for the fluctuations in traffic volumes that naturally occur throughout the day. The timing plans are usually made for a “typical” day; however, when traffic conditions change significantly as a result of seasonal fluctuations or incidents, the pre-programmed plans often cannot process traffic efficiently. The coordinated system runs a consistent cycle length of 75 seconds throughout all peak periods. The Route 135 and Moritz Place/Tunxis Hill Cut Off intersection operates at cycle lengths of approximately 150 seconds and 90 seconds, respectively. The uncoordinated Tahmore Drive and Old Black Rock Turnpike intersection operates with a cycle of approximately 65 seconds. Copies of the traffic signal plans for each of the 9 signalized intersections as well as the timing spreadsheet are provided in Appendix C.

vi. Traffic and Geometric Observations Summary

As part of the existing conditions assessment, an analysis of each study area intersection was conducted. This included reviewing the existing data provided by the Town of Fairfield, CTDOT, MetroCOG and conducting a field review of each intersection. The results of this

assessment are can be found in Appendix D. These results have also been summarized and illustrated in Figure 3-6 on the following page.

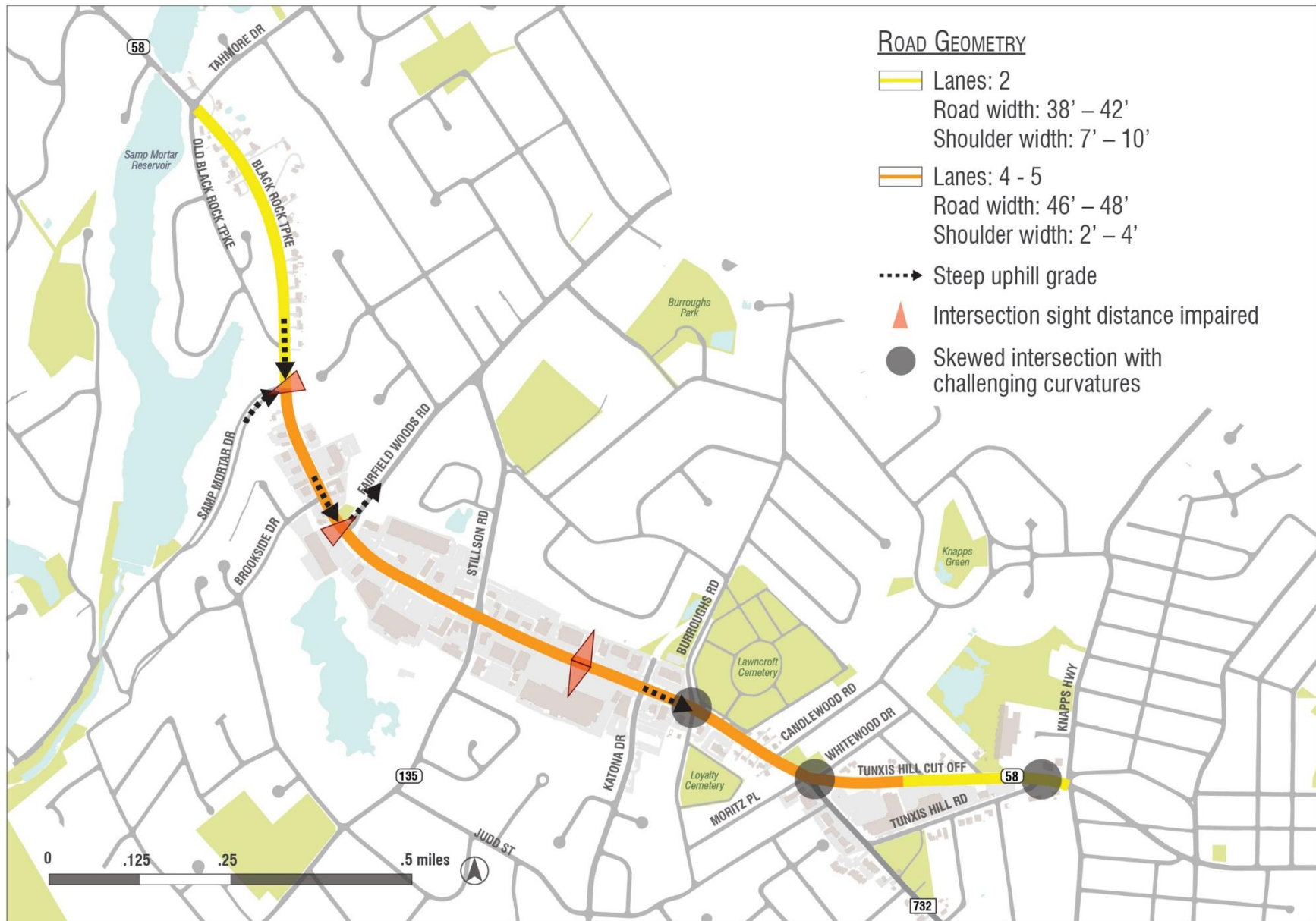


Figure 3-6: Study Area Traffic and Geometric Observations (Source: Fitzgerald & Halliday, Inc. and Tighe & Bond, September 2017)

C. Travel Demand

Travel demand refers to the desired need for travel during a particular period of time. Along Black Rock Turnpike, most of the demand for travel is served by the private automobile, although walking, biking and transit are available options that are used to varying degrees. This section will define the existing transportation system, and provide a foundation for understanding how trips can be better served along Black Rock Turnpike in the future.

The following sections provide an analysis of the existing vehicular, bicycle and pedestrian travel along the Black Rock Turnpike. Research was collected for this analysis through a variety of resources including data from the town of Fairfield, MetroCOG, and CTDOT as well as traffic count data collection and input from the public and key stakeholders during the spring and summer of 2017. Ongoing planning efforts at the state, regional, and local level have been and will continue to be taken into account in the assessment of the multi-modal conditions along this roadway.

i. Average Daily Vehicular Traffic Volumes

When analyzing a roadway corridor, it is important to understand the change in volume that has occurred over time. CTDOT conducts triennial traffic counts along State-owned roadways. Available traffic volume data was obtained from the CTDOT and supplemented with an extensive traffic counting program conducted as part of this Study

to assess historic and existing traffic along Black Rock Turnpike. Data sources included:

- CTDOT triennial 24-hour continuous automatic traffic recorder (ATR) data between 2001 and 2013. There are 6 locations near the study area with historical data during this time frame. The most recent count year for the Town was 2013. CTDOT did not conduct these regularly scheduled counts in Fairfield in 2016.
- Manual turning movement counts at 11 study area intersections conducted in May and June 2017 as part of the Study data collection effort. Raw data is included in Appendix E.
- ATR counts at 4 different locations on Black Rock Turnpike and 1 location on Tunxis Hill Cutoff in May and June 2017 as part of the study's data collection effort. Raw data is included in Appendix E.

A review of the historic average daily traffic (ADT) volume data collected indicates daily traffic volumes along Black Rock Turnpike peaked around 2005 and declined until 2013. Following 2013, volumes have shown a modest increasing growth trend. Table 3-2 and Figure 3-7 illustrate the ADT trends based on the CTDOT ADT data and data collected for this study at multiple count locations in the study area. Figure 3-8 presents the 2017 ADT at the count locations within the study area.

**Table 3-2: Historic
Average Daily Traffic**

Station	Location	Year					
		2001	2004	2007	2010	2013	2017
33	Route 58 North of Candlewood Road	21,200	20,700	21,100	20,300	19,400	22,785
34	Route 58 South of Whitewood Drive	11,100	10,900	11,100	10,500	10,300	11,069
62	Route 732 North of Tunxis Hill Road #3	12,400	12,300	12,700	11,700	12,200	
71	Route 58 South of Stillson Road	22,600	23,700	23,000	21,400	19,100	20,154
72	Route 58 North of Stillson Road	19,500	24,000	23,300	21,500	18,400	18,381

Source: 2013 CT DOT Triennial 24-hour ATR Data

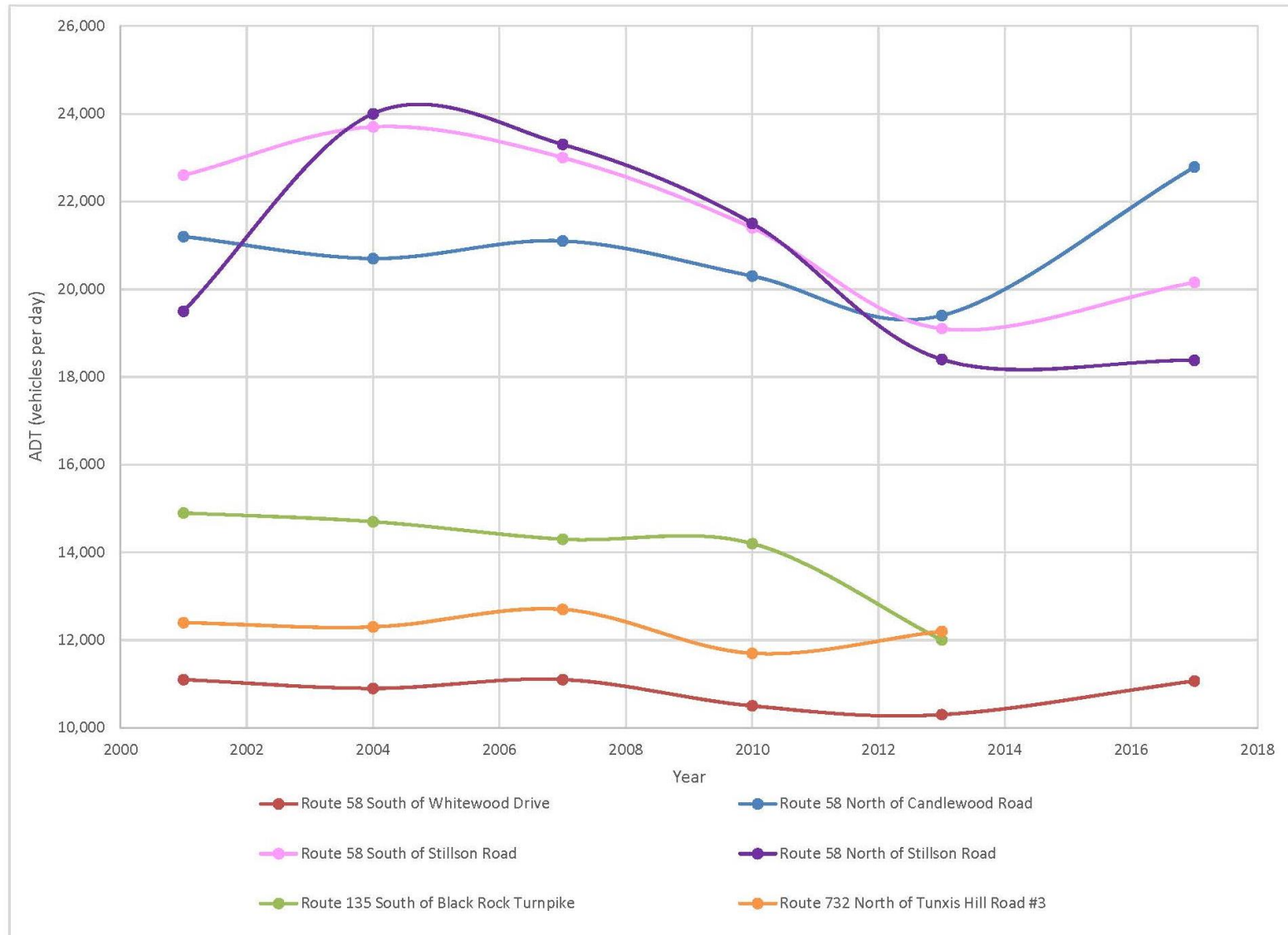


Figure 3-7: ADT Trends at Multiple Count Locations (Source: CTDOT Treinnal Counts, FHI May & June 2017 Traffic Counts)

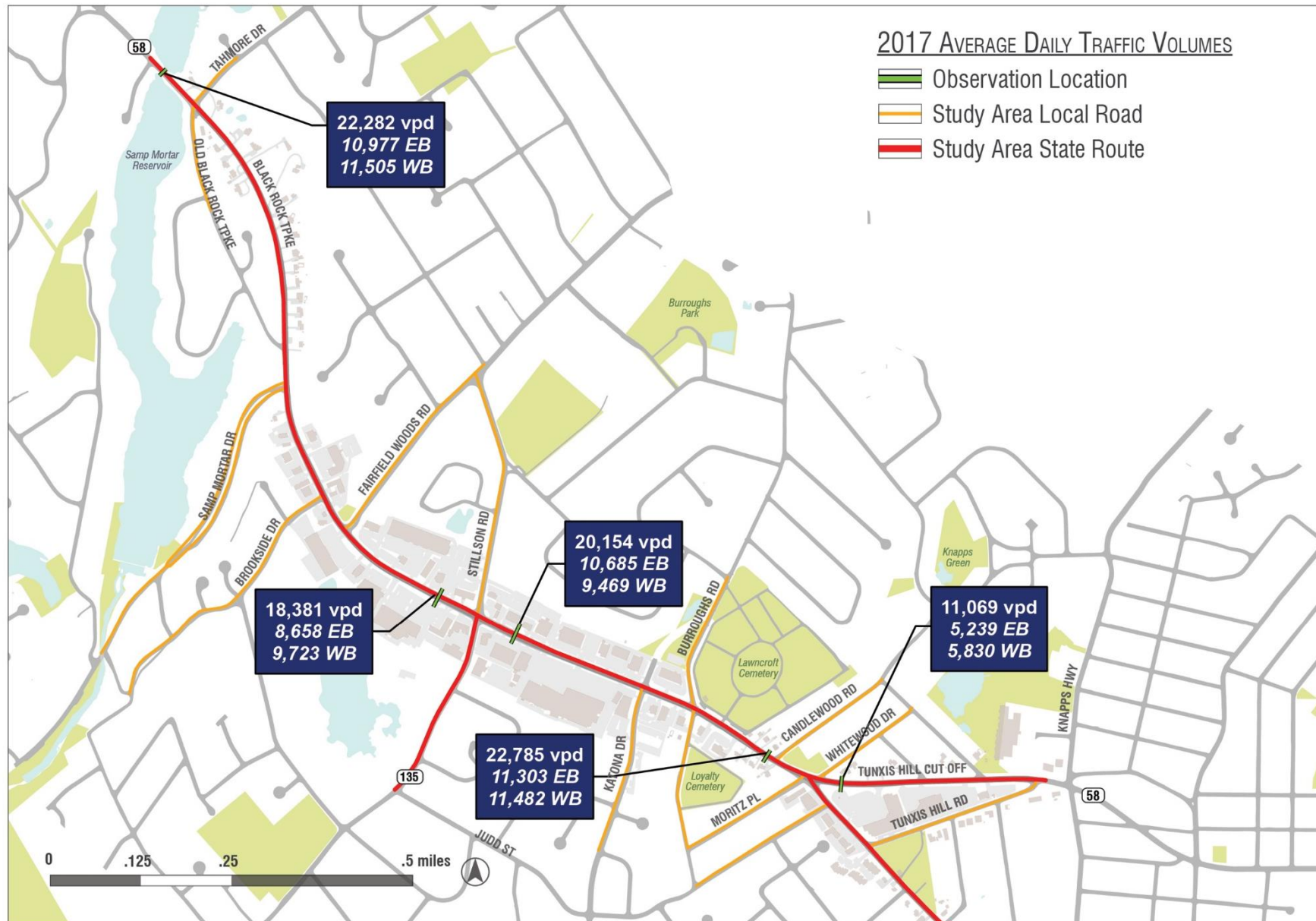


Figure 3-8: 2017 Average Daily Traffic Volumes (Source: Tighe & Bond, September 2017)

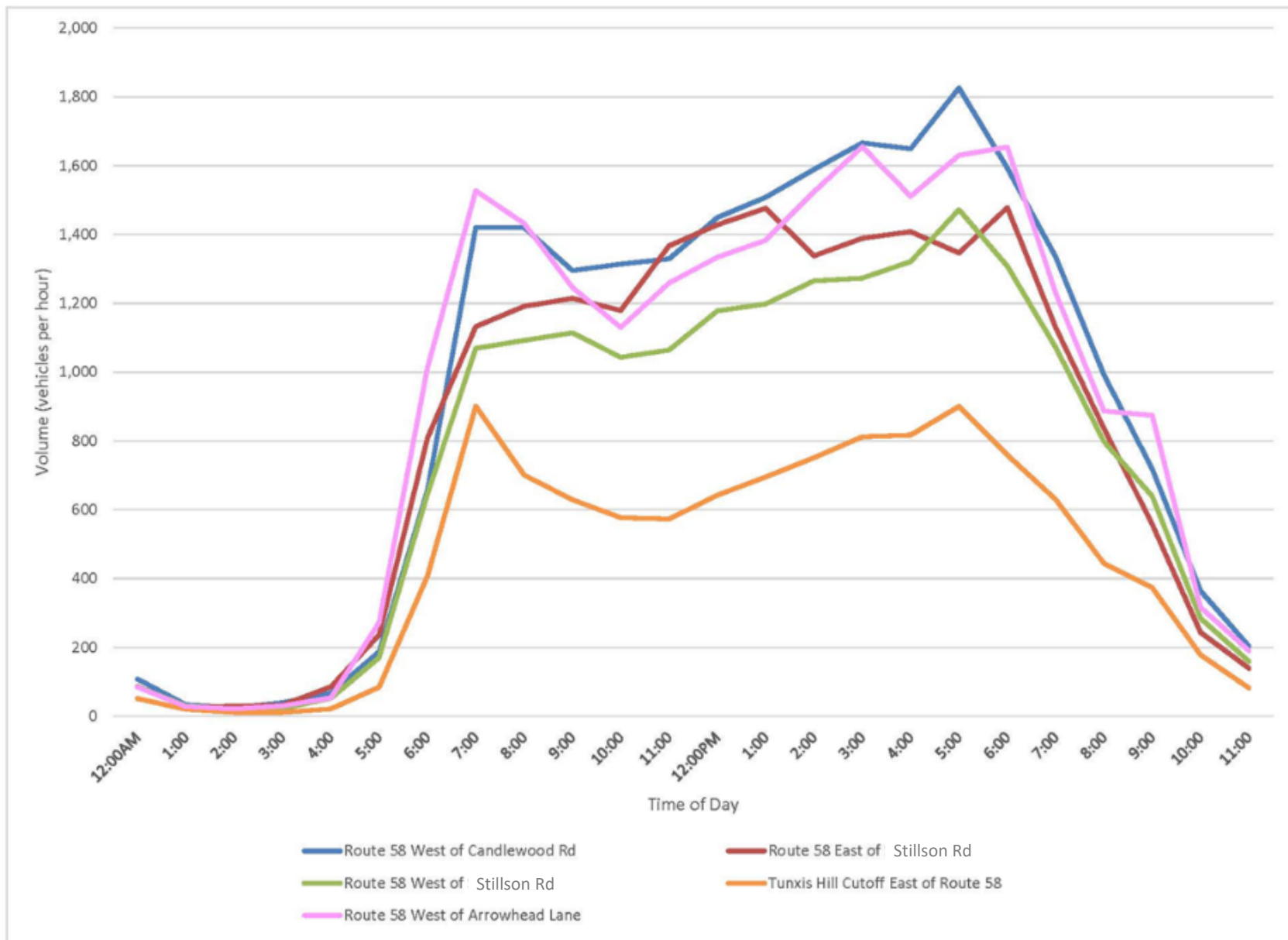


Figure 3-9: Weekday Daily Traffic Profiles Along Black Rock Turnpike (Source: FHI May & June 2017 Traffic Counts)

ii. Hourly Traffic Volumes

To understand the peak traffic characteristics, daily traffic trends specific to the corridor were analyzed. An average weekday daily traffic profile for the data collected along the Black Rock Turnpike during May and June 2017 is illustrated in Figure 3-9 on the previous page.

Typical of roadways serving as commuter routes, two pronounced peaks occur during the weekday, corresponding to the morning and afternoon peak periods, with traffic volume increasing sharply between 6:00 and 8:00 AM and 4:00 and 6:00 PM. Following the morning peak, the volumes decrease until around 11:00 AM, before gradually increasing through the afternoon. These traffic demand trends predominately reflect retail driven corridors where traffic builds and is maintained over the course of the day.

Traffic levels during the weekday afternoon and Saturday peak hours tend to be higher than other periods throughout the week, which reflects higher percentages of retail traffic mixing with the commuter traffic. Figures 3-10 through 3-13 illustrate the peak period flow of traffic on Black Rock Turnpike by segment during the peak period, illustrating where peak period traffic flow are highest. As shown, the busiest areas on Black Rock Turnpike occur during afternoon and Saturday peak periods along majority of the corridor proximate to the larger retail developments. Traffic is lighter north and south of the Study Area. This pattern is consistent with the intensity of land uses along Black Rock Turnpike.

iii. Peak Hour Traffic Volumes

In order to establish the 2017 Peak Hour Traffic Volumes in the study area, intersection turning movement counts were collected at the study intersections in May and June 2017. A total of 11 intersections (9 signalized, 2 unsignalized) were collected as part of this Study. Based on this data, the following peak hours were observed:

- Weekday Morning: 7:15 AM to 8:15 AM
- Weekday Afternoon: 4:30 PM to 5:30 PM
- Weekday Mid-Day: 12:00 PM to 1:00 PM
- Saturday Mid-Day: 5:00 PM to 6:00 PM

The intersection turning movement data was analyzed and balanced between the study area intersections utilizing the intersection turning movement counts and the ATR data during these peak hours. The balanced peak hour traffic volumes are illustrated on Figures 3-14 through 3-17 for the weekday morning, weekday midday, weekday afternoon, and Saturday midday peak hours, respectively.

In addition to the count data, the study team collected video footage of the corridor using several drones. This footage was taken for approximately 15 minutes at 5:00 PM on Wednesday, October 11th. Given the complexity of traffic conflicts along this corridor, the study team has been able to use this information to confirm the traffic count data that was collected via other sources as well as detailed operational characteristics. This footage will also be used to calibrate the study's traffic models during the next phase of the study in order to provide more accurate solutions.

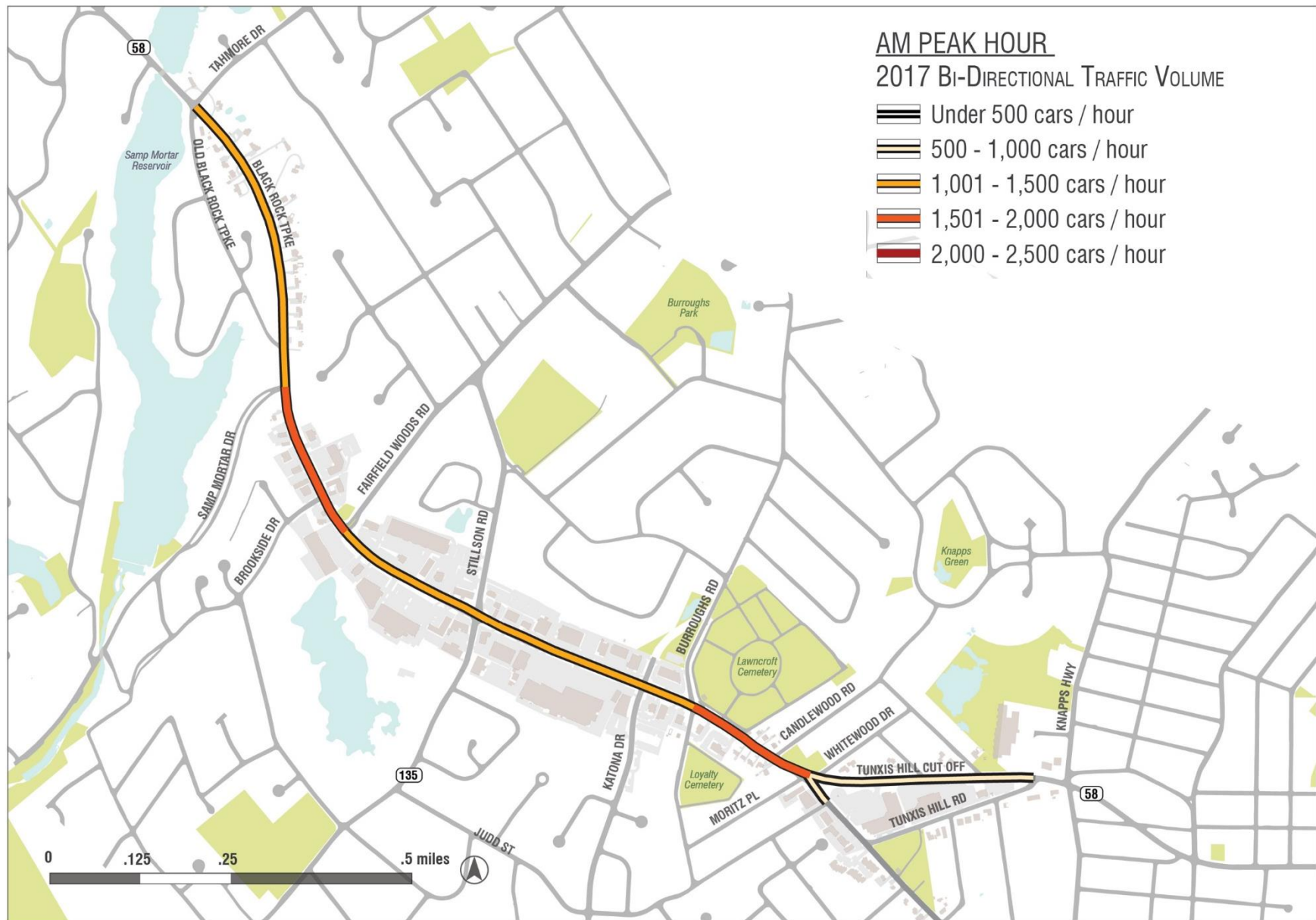


Figure 3-10: 2017 Weekday AM, Bi-Directional Peak Hour Traffic Volume (Source: Tighe & Bond, September 2017)

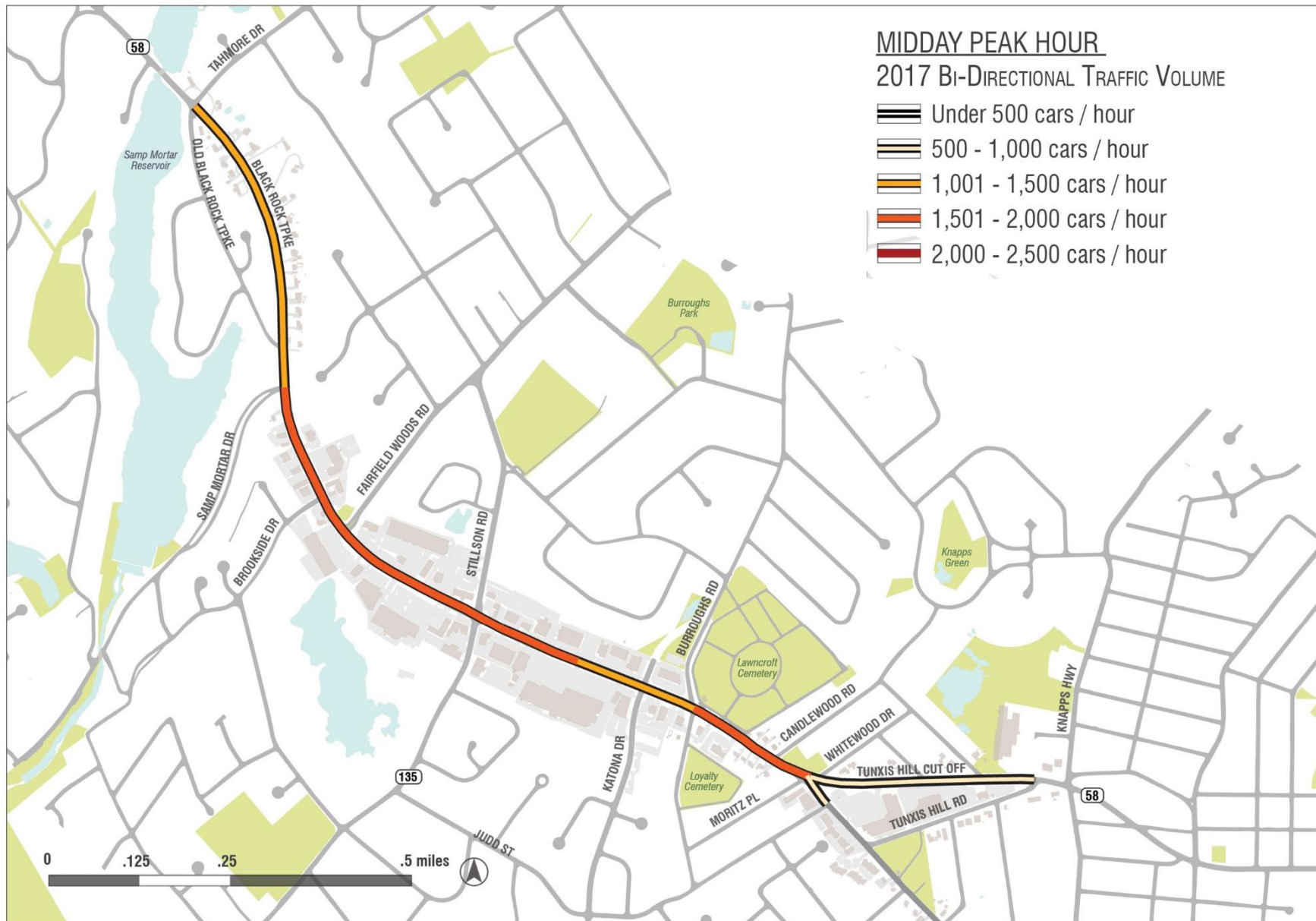


Figure 3-11: 2017 Weekday Midday Bi-Directional Peak Hour Traffic Volume (Source: Tighe & Bond, September 2017)

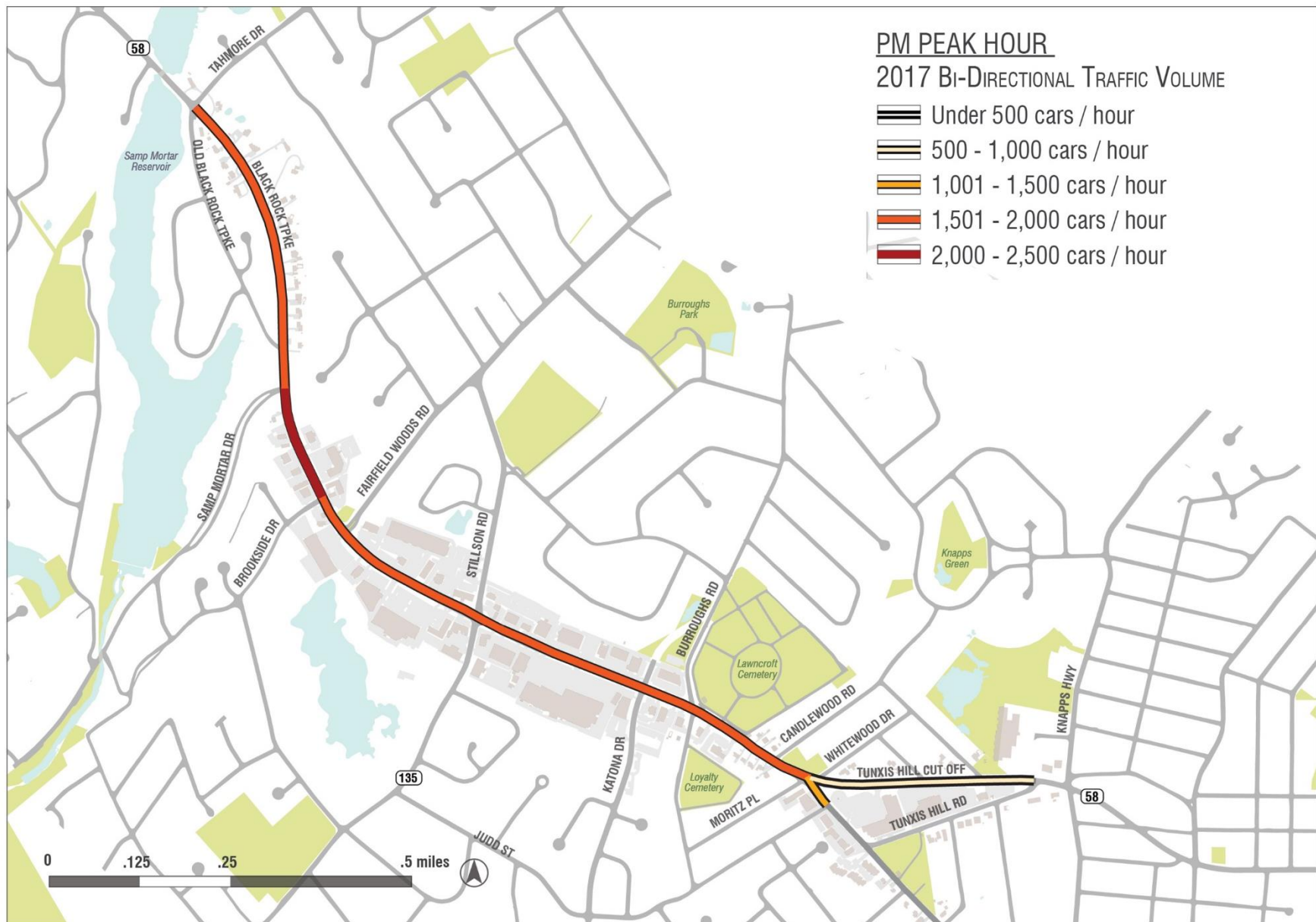


Figure 3-12: 2017 Weekday PM Bi-Directional Peak Hour Traffic Volume (Source: Tighe & Bond, September 2017)

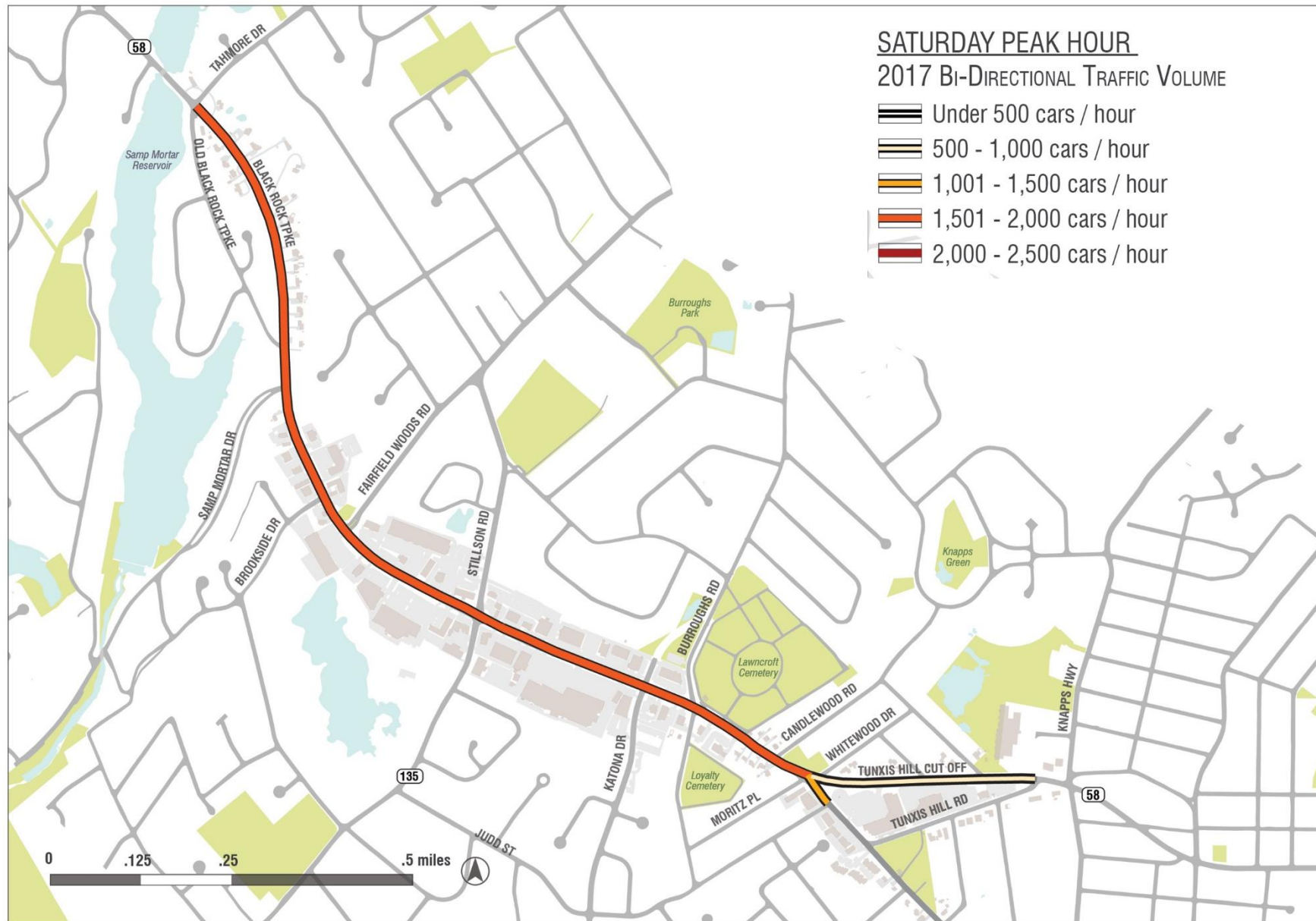


Figure 3-13: 2017 Saturday Bi-Directional Peak Hour Traffic Volume (Source: Tighe & Bond, September 2017)

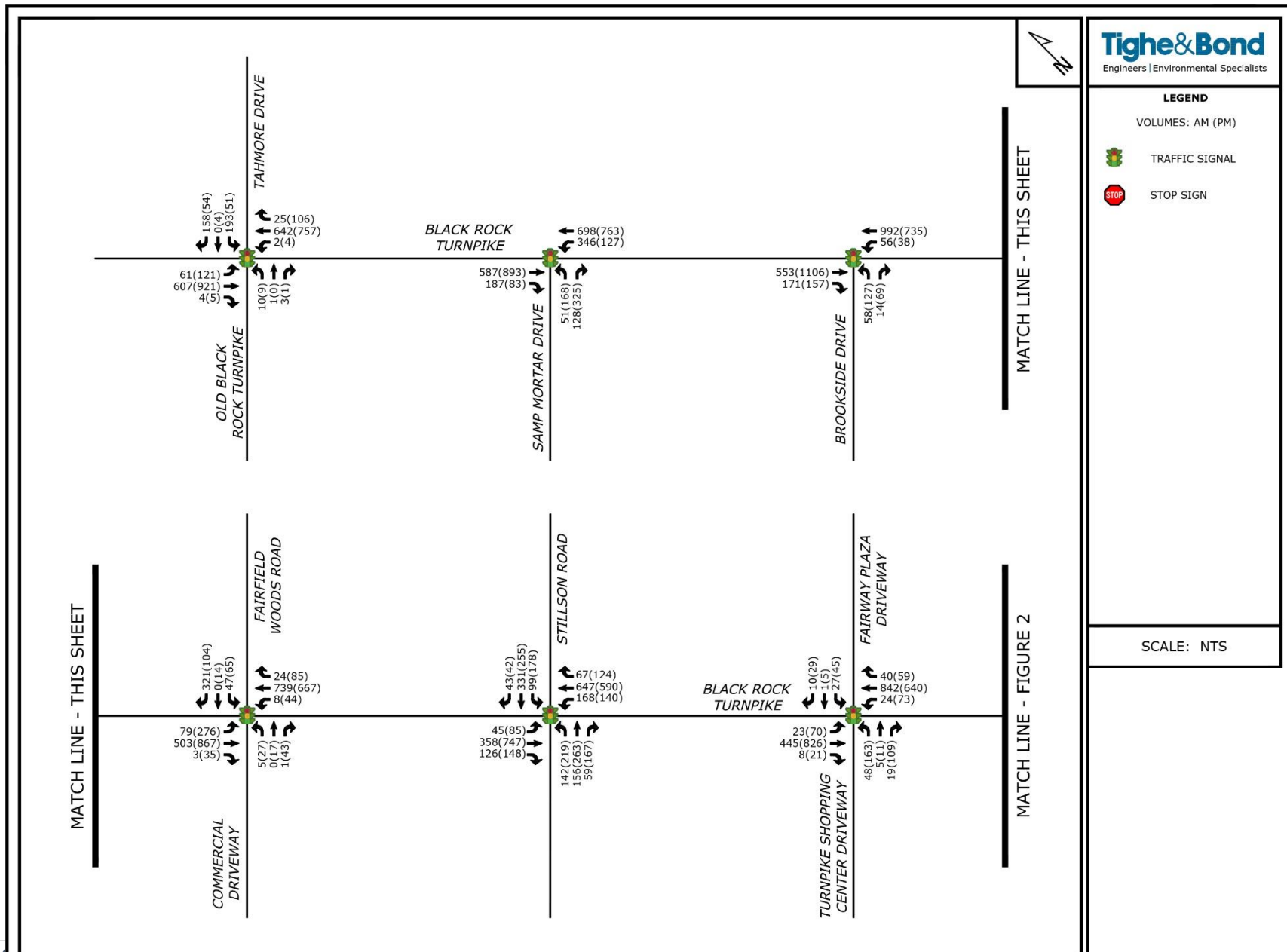


Figure 3-14: 2017 Existing Traffic Volumes Weekday Morning & Afternoon Peak Hour (Part 1) (Source: Tighe & Bond, September 2017)

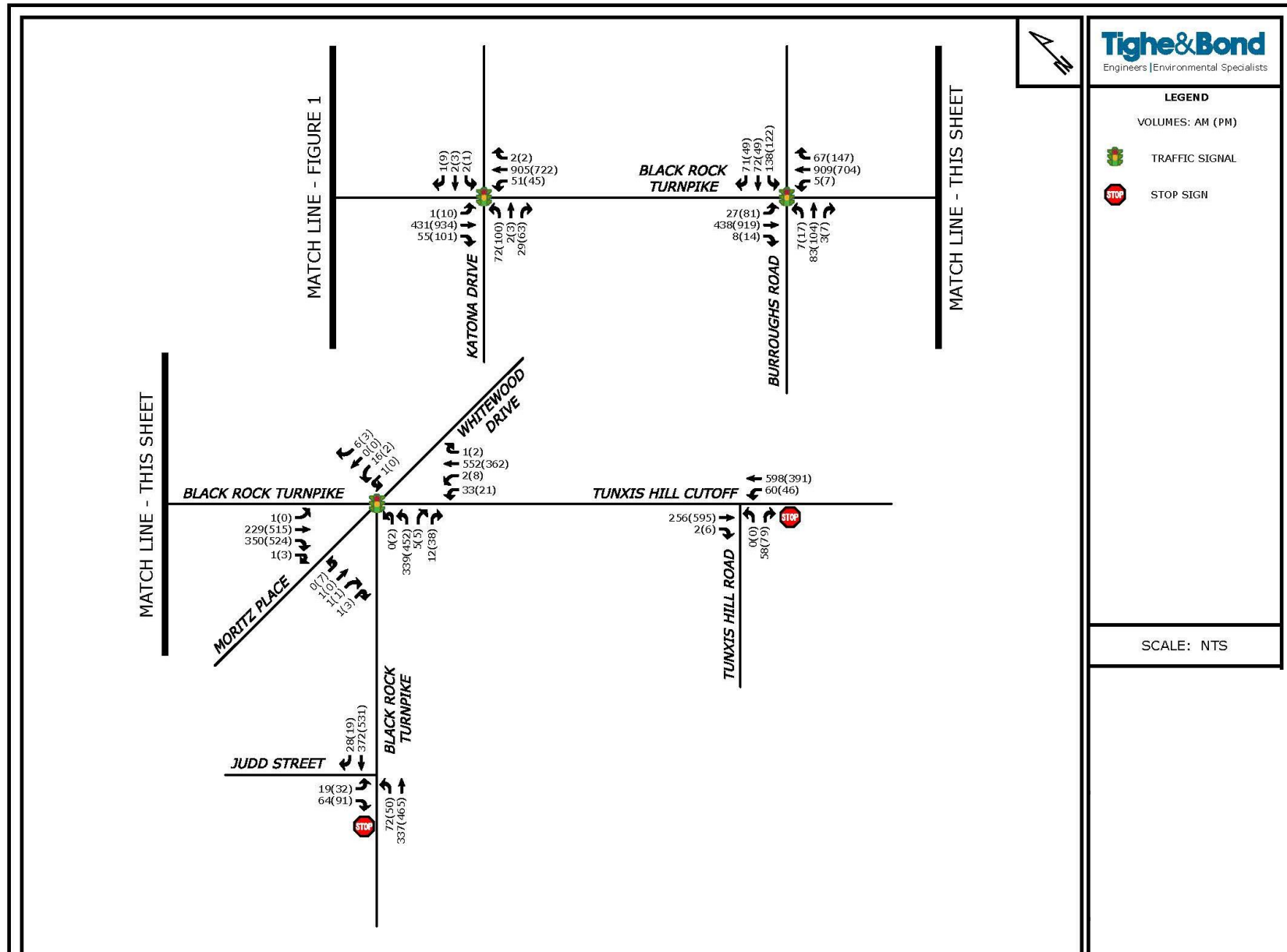


Figure 3-15: 2017 Existing Traffic Volumes Weekday Morning & Afternoon Peak Hour (Part 2) (Source: Tighe & Bond, September 2017)

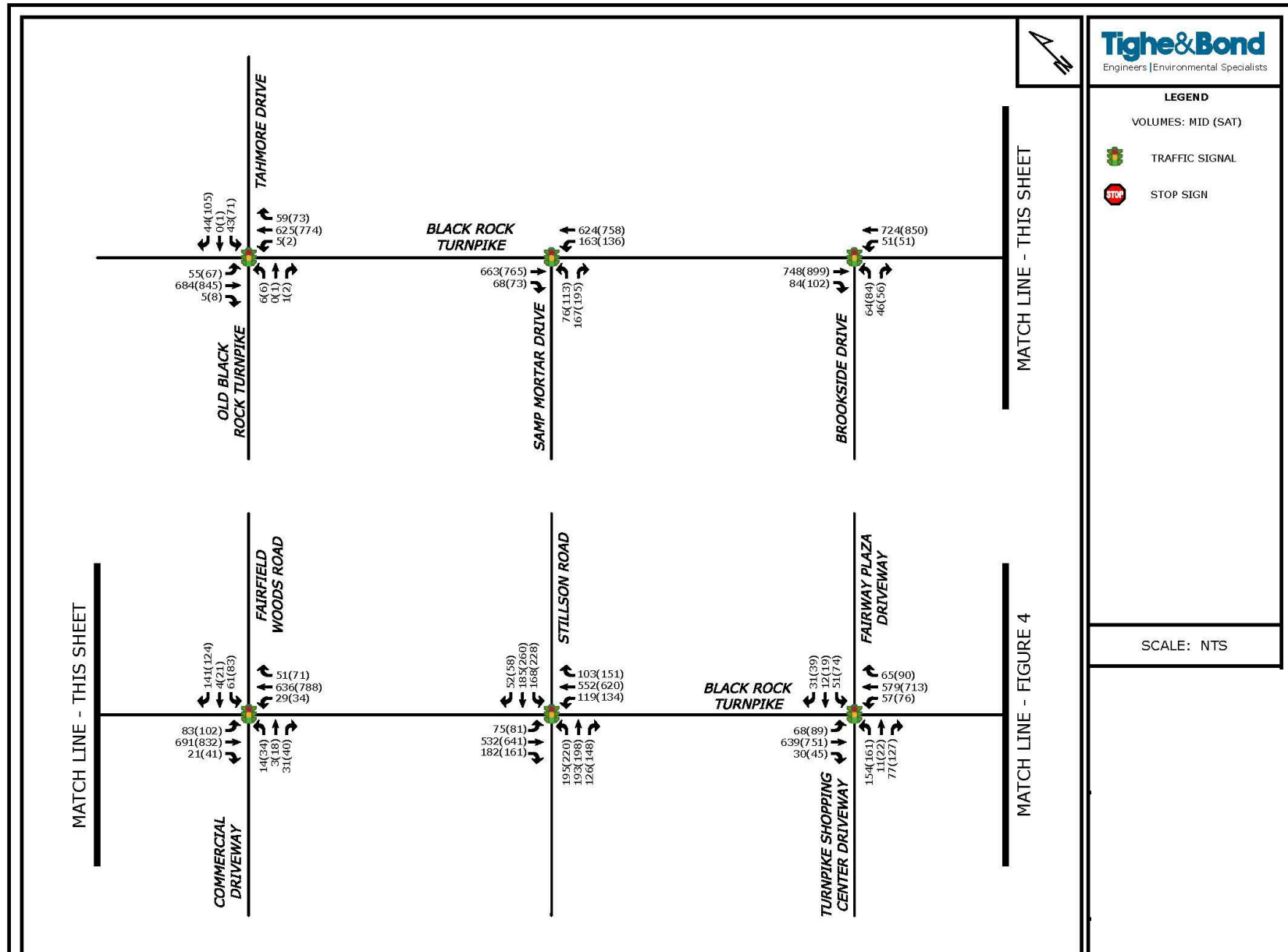


Figure 3-16: 2017 Existing Traffic Volumes Weekday Midday & Saturday Peak Hour (Part 1) (Source: Tighe & Bond, September 2017)

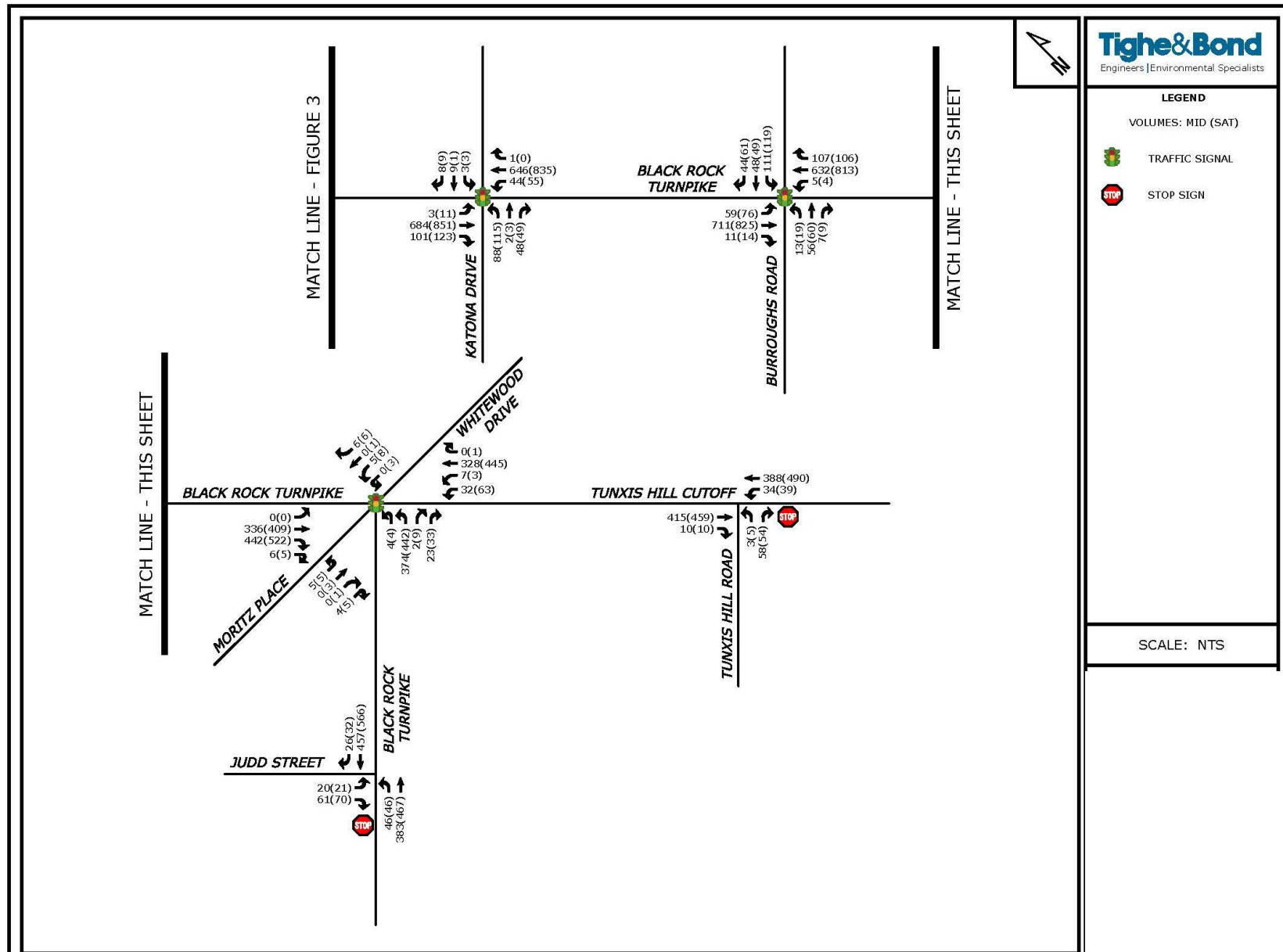


Figure 3-17: 2017 Existing Traffic Volumes Weekday Midday & Saturday Peak Hour (Part 2) (Source: Tighe & Bond, September 2017)

iv. Bicycle Use and Conditions

In general, the section of Black Rock Turnpike that is the focus of this study has minimal facilities for bicyclists. While there are no on-road facilities, such as a separated bike lane or signage, the section of the Turnpike between the intersection with Old Black Rock Turnpike/Tahmore Drive and the intersection with Samp Mortar Drive is relatively suitable for bicyclists. This section of the Turnpike is north of the main commercial area and is surrounded primarily by residential properties. The road is two-lanes wide in this area and there are shoulders of five feet or more on both sides throughout the entirety of this section. Despite ample shoulder width, traffic volumes and speeds are high along this stretch of roadway and there are few visual cues to encourage motorists to slow down and watch for cyclists.

South of Samp Mortar Drive, both the geometry and character of the Turnpike shift for the remainder of the study area until the intersection with Tunxis Hill Road. The road widens to accommodate four lanes and the shoulders on both sides are never wider than three feet, which is too narrow to be considered comfortable for most bicyclists. This is clearly illustrated in Figure 3-18. Additionally, the high frequency of curb cuts, high traffic volumes, and vehicular

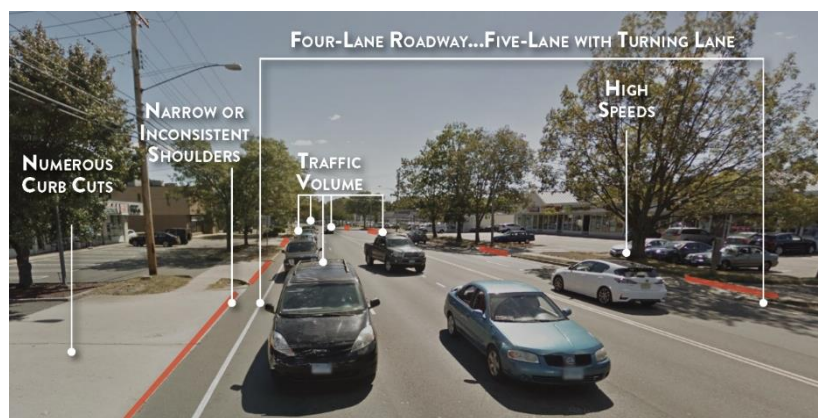


Figure 3-18: Existing Conditions for Bicyclists Along the Turnpike

conflicts further reduces the suitability of this section of the roadway for bicyclists.

Bicycle Ridership

Despite the lack of bicycle facilities along the Black Rock Turnpike, there are some bicyclists that still utilize it. As part of this study, field data was collected to count the number of vehicles, trucks, pedestrians, and bicyclists at eleven intersections at four different time periods as follows:

- Weekday, AM peak hours (7:00 AM – 9:00 AM)
- Weekday, midday (11:00 AM – 1:00 PM)
- Weekday, PM peak (4:00 PM – 6:00 PM)
- Weekend, midday (11:00 AM – 1:00 PM)

While some bicyclists were counted, as shown in Table 3-3, the numbers were minimal and typically accounted for no more than 0.1% of the overall traffic at any of the intersections during any of the time periods. The one exception is the intersection with Katona Drive between 11:00 AM and 1:00 PM when 11 bicyclists were counted, which made up a total of 0.3% of the overall traffic at that intersection during that time period. It's possible this was due to group ride and since the same number did not appear at any of the intersections, the bicyclists simply crossed the Turnpike and did not ride along it.

Another layer of data that was taken into consideration is Strava bicycle rides. Strava is a leading website and smartphone app that allows users to track their bicycle rides, runs, walks, and more, and to share their favorite routes with other users. The app also collects anonymous data from its users, including information when people are traveling and general origin and destination points. As part of this study, the project team analyzed two years of Strava data to gain a better understanding of where people are actually riding today.

While it provides a valuable baseline of information that has served as a starting point in assessing potential bicycle routes, it also has limitations in that it only includes information on people that use the Strava app. In addition, the data does not capture routes where people would prefer to ride if it was safe to do so. As such, it has been used in conjunction with other layers of data, technical expertise, and local input.

The Strava data for the study area is shown in Figure 3-19 on the following pages. The area along the Turnpike north of Samp Mortar Drive is much more suitable for bicyclists. and therefore has higher bicycle ridership (as shown in the dark purple color on the map). South of Samp Mortar Drive, where the roadway's geometry and character abruptly changes, the ridership along the Turnpike significantly drops, as indicated by the light yellow color of those roadways. It appears that bicyclist may be bypassing Black Rock Turnpike by utilizing Pansy Road and Judd Street.

Table 3-3: Intersection Count Data for Vehicles, Pedestrians, and Bicycles

Intersection	Date	Start	End	Vehicle Count	Pedestrian Count	Bicycle Count
Black Rock at Tahmore Dr/Old Black Rock	Wed May 31, 2017	7:00 AM	9:00 AM	3,322	1	-
	Thu Jun 8, 2017	11:00 AM	1:00 PM	2,944	5	-
	Wed May 31, 2017	4:00 PM	6:00 PM	3,891	4	-
	Sat Jun 3, 2017	11:00 AM	1:00 PM	3,969	1	-
Black Rock Tpk at Samp Mortar Dr	Thu May 4, 2017	7:00 AM	9:00 AM	3,862	1	-
	Thu May 4, 2017	11:00 AM	1:00 PM	3,286	-	1
	Thu May 4, 2017	4:00 PM	6:00 PM	4,634	3	1
	Sat May 6, 2017	11:00 AM	1:00 PM	4,069	3	-
Black Rock Tpk at Brookside Dr	Thu May 4, 2017	7:00 AM	9:00 AM	3,573	9	-
	Thu May 4, 2017	4:00 PM	6:00 PM	4,476	4	-
	Thu May 4, 2017	11:00 AM	1:00 PM	3,267	6	-
	Sat May 6, 2017	11:00 AM	1:00 PM	4,125	18	-
Black Rock Tpk at Fairfield Woods Rd	Thu May 4, 2017	7:00 AM	9:00 AM	3,368	11	-
	Thu May 4, 2017	11:00 AM	1:00 PM	3,344	8	-
	Thu May 4, 2017	4:00 PM	6:00 PM	3,817	14	3
	Sat May 6, 2017	11:00 AM	1:00 PM	4,348	19	2
Black Rock Tpk at Stillson Rd	Thu May 4, 2017	7:00 AM	9:00 AM	4,280	17	-
	Thu May 4, 2017	11:00 AM	1:00 PM	4,775	25	-
	Thu May 4, 2017	4:00 PM	6:00 PM	5,867	40	2
	Sat May 6, 2017	11:00 AM	1:00 PM	5,922	54	-
Black Rock Tpk at Party City/CVS Dr	Thu May 4, 2017	7:00 AM	9:00 AM	2,890	6	-
	Thu May 4, 2017	11:00 AM	1:00 PM	3,393	29	-
	Thu May 4, 2017	4:00 PM	6:00 PM	4,017	27	2
	Sat May 6, 2017	11:00 AM	1:00 PM	4,055	20	-

Intersection	Date	Start	End	Vehicle Count	Pedestrian Count	Bicycle Count
Black Rock Tpk at Katona Drive	Thu May 4, 2017	7:00 AM	9:00 AM	2,944	13	1
	Thu May 4, 2017	11:00 AM	1:00 PM	3,198	31	-
	Thu May 4, 2017	4:00 PM	6:00 PM	3,905	17	-
	Sat May 6, 2017	11:00 AM	1:00 PM	4,083	32	11
Black Rock Tpk at Burroughs Rd	Thu May 4, 2017	7:00 AM	9:00 AM	3,378	10	2
	Thu May 4, 2017	11:00 AM	1:00 PM	3,496	16	-
	Thu May 4, 2017	4:00 PM	6:00 PM	4,381	26	3
	Sat May 6, 2017	11:00 AM	1:00 PM	4,369	32	4
Black Rock Tpk at Moritz/Whitwood	Thu May 4, 2017	7:00 AM	9:00 AM	2,902	15	-
	Thu May 4, 2017	11:00 AM	1:00 PM	3,059	6	1
	Thu May 4, 2017	4:00 PM	6:00 PM	3,817	9	3
	Sat May 6, 2017	11:00 AM	1:00 PM	3,881	32	-
Black Rock Tpk at Judd St	Thu May 4, 2017	7:00 AM	9:00 AM	1,733	5	-
	Thu May 4, 2017	11:00 AM	1:00 PM	2,414	18	1
	Thu May 4, 2017	4:00 PM	6:00 PM	2,309	21	-
	Sat May 6, 2017	11:00 AM	1:00 PM	2,414	26	1
Tunxis Hill Cutoff at Tunxis Hill Rd	Thu May 4, 2017	7:00 AM	9:00 AM	1,783	7	-
	Thu May 4, 2017	11:00 AM	1:00 PM	1,719	5	-
	Thu May 4, 2017	4:00 PM	6:00 PM	2,187	6	-
	Sat May 6, 2017	11:00 AM	1:00 PM	2,120	1	-

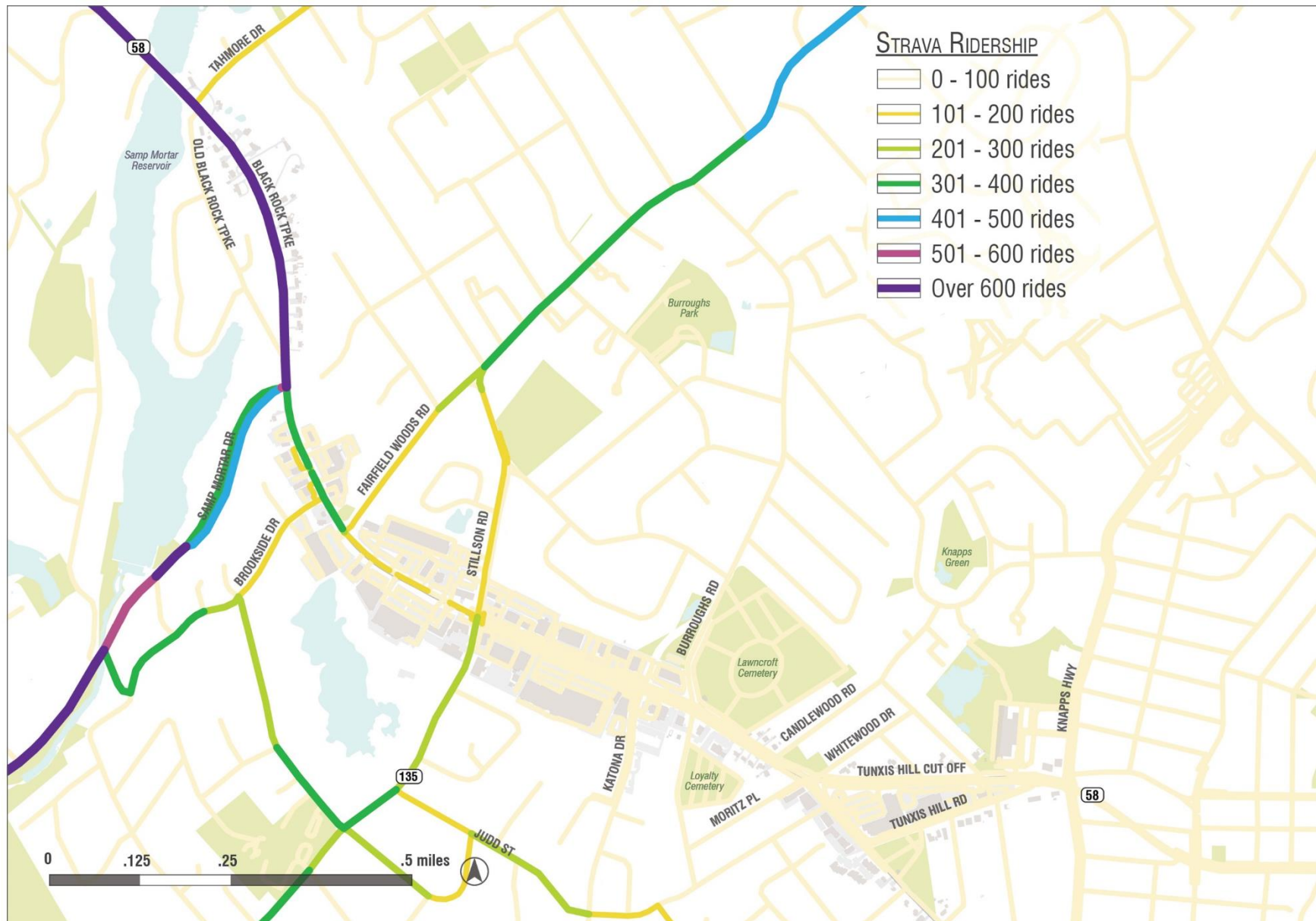


Figure 3-19: Strava Bicycle Ridership (Source: Strava Data from November 1, 2014 through October 31, 2016)

Potential Latent Demand

While there is relatively low bicycle ridership along the Black Rock Turnpike, it is difficult to determine whether this is because bicyclists do not prefer to take this route or whether they do not take the route due to the lack of safe and/or comfortable facilities. It's possible that bicyclists would ride on this route if facilities existed to make it safer, especially because the Turnpike does provide a convenient and quick connection between many key destinations in town.

Additionally, the bicycle culture in Fairfield is growing stronger as there has been a significant amount of progress in the development of facilities for bicyclists since the Town's *Bicycle and Pedestrian Master Plan* was approved in 2013. These new facilities will only encourage more ridership as well as a desire for a stronger, more connected bicycle network. Some of these new facilities are described below:

- The town has approved and created two new bike routes: the Mill Plain Bike Road Route, which was featured by the CDC as a success story, as well as the Shoreline Bike Route. Both routes feature "Bike Route" and "Share the Road" signage as well as sharrow pavement markings and/or widened shoulders.
- In addition, the town has recently introduced Air Pump and Bike Repair Stations that are available for free to cyclists. The stations are currently in two locations along each of the two bike routes with plans for a third location already in progress. The station includes all tools necessary to perform basic bike repairs and maintenance from changing a flat to adjusting brakes and derailleurs.
- Fairfield BikeShare was also launched with the Town's encouragement through the sponsorship of Fairfield University and Sacred University. It is operated by Zane's

Cycle and citizens can borrow one of the ten available bikes for free to explore Fairfield.

Figure 3-20 illustrates the distance a typical bicyclist can ride within 10, 20 and 30 minutes. For example, Sacred Heart University is simply a 20-minute ride from the Turnpike. Given the number of destinations within riding distance, it seems likely that there is potential for additional bicycle usage along Black Rock Turnpike. This is also in line with the recommendation from Fairfield's *Bicycle and Pedestrian Master Plan* to create a shared lane north-south bicycle route via the Black Rock Turnpike.

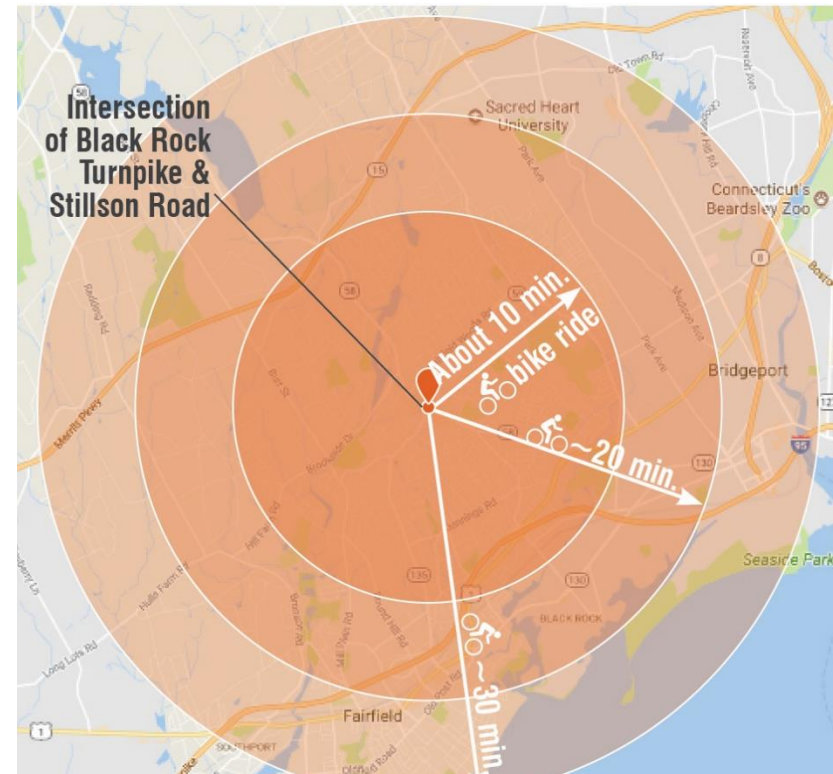


Figure 3-20: Bicycle Ride Times from Black Rock Turnpike (Source: Google maps and directions)

v. Pedestrian Use and Conditions

While the Black Rock Turnpike has been designed with a primary focus on vehicular traffic, there are sidewalks and crosswalks located along and within the corridor. This is important since the base of a strong pedestrian network depends on a consistent and safe pathway for pedestrians which allows for convenient connections to key destinations.

Concrete sidewalks that are in good condition and well-maintained exist along at least one side of the roadway throughout the entirety of the corridor included in this study. The northern section of the Turnpike between the intersection with Old Black Rock Turnpike/Tahmore Drive and the southern intersection with Old Black Rock Turnpike may have lower demand for pedestrian traffic due to its residential nature, but connectivity from these neighborhoods is nevertheless important. A sidewalk that ranges between three and four feet in width runs along only one side of the Turnpike throughout this section. The majority of this sidewalk is set back from the roadway with a grassy buffer area that is between four to eight feet wide.

Traveling south past the intersection with Old Black Rock Turnpike, sidewalks exist along both sides of the street throughout the rest of the study area. These sidewalks are approximately four to five feet wide with a buffer that ranges between five and 14 feet wide.

Although sidewalks exist along the entirety of the Turnpike, they are lacking along some of the intersecting streets that provide connections to nearby neighborhoods and other destinations, such as schools. These gaps in the sidewalk network are illustrated with thick black lines in Figure 3-21.

While the sidewalk is continuous along the Black Rock Turnpike, the significant number of driveways cause breaks in the pedestrian

network which contribute to a high number of potential vehicle-pedestrian conflicts. Motorists along the Turnpike that turn into and out of driveways are focused on looking for gaps in traffic and not as aware of the presence of pedestrians. Hence, motorists pull into these driveways at relatively high speed, creating a safety issue for pedestrians that are trying to cross these driveways.

While none of the driveways feature crosswalks, all the signalized intersections have a pedestrian crossing across the Turnpike except for the intersection with Tahmore Drive. Traditional white painted crossings are used for the crosswalks and both sides connect to the sidewalk with a curb ramp, only some of which also have an ADA-accessible tactile strip. Many of the intersections also have pedestrian signalization with push buttons that indicate to pedestrians when it is safe to cross and more formally regulate the interactions between the pedestrian and the motorist.

While these crosswalks do help to increase safety for everyone along the Turnpike, there are still issues. Fatal crashes involving pedestrians have occurred as recently as 2016 at or near the intersection with Katona Drive. These events are devastating for those involved, their families, and the whole community and this study will urgently seek improvements to prevent such events in the future.



Figure 3-21: Pedestrian Network (Source: MetroCOG Geodatabase June 2017, Fitzgerald & Halliday Field Data June 2017)

Pedestrian Activity

While pedestrian activity accounts for a relatively small percentage of the total amount of transportation demand along the Black Rock Turnpike, there are still a number of people who walk to get around. The pedestrian count data collected through the fieldwork that was previously noted has been illustrated in Figure 3-22. As expected, there is little foot traffic during all four time-periods along the most northern part of the study area which is mainly residential. Pedestrian traffic is clearly concentrated between the intersection with Fairfield Woods Road and the intersection with Judd Street, which is where the main commercial shopping opportunities are located. The intersection which received the highest amount of pedestrian traffic was at Stillson Road, which is at a central point among the area with the largest number of commercial businesses. It is also notable that at nearly every intersection there was more pedestrian activity during the PM hours on the weekdays. There was also more activity during the midday hours on the weekend when compared to any time during the weekday, which could indicate that people are more likely to walk when they are less pressed for time.

Just as with bicycling, the demand for walking is likely greater than counts indicate. Anecdotal evidence and direct observation indicates that people often drive to adjacent businesses rather than walk. This is due to many factors, including lack of comfort and directness, as well as challenges associated with carrying groceries and purchased items. Those issues aside, some people have expressed a feeling that walking doesn't feel safe to them so they choose to drive to make even short trips across the street.

Pedestrian Counts at Main Intersections along Black Rock Turnpike Diagram

The darker the circle, the more cars at that intersection.

1,600 to 2,400 cars (Yellow) 2,401 to 3,000 cars (Light Green) 3,001 to 3,800 cars (Dark Green) 3,801 to 4,600 cars (Blue) 4,601 to 5,400 cars (Dark Blue) 5,401 to 6,000 cars (Purple)

The larger the pedestrian in the circle, the more pedestrians at that intersection.

Relatively small number of pedestrians (Small icon) → Relatively large number of pedestrians (Large icon)

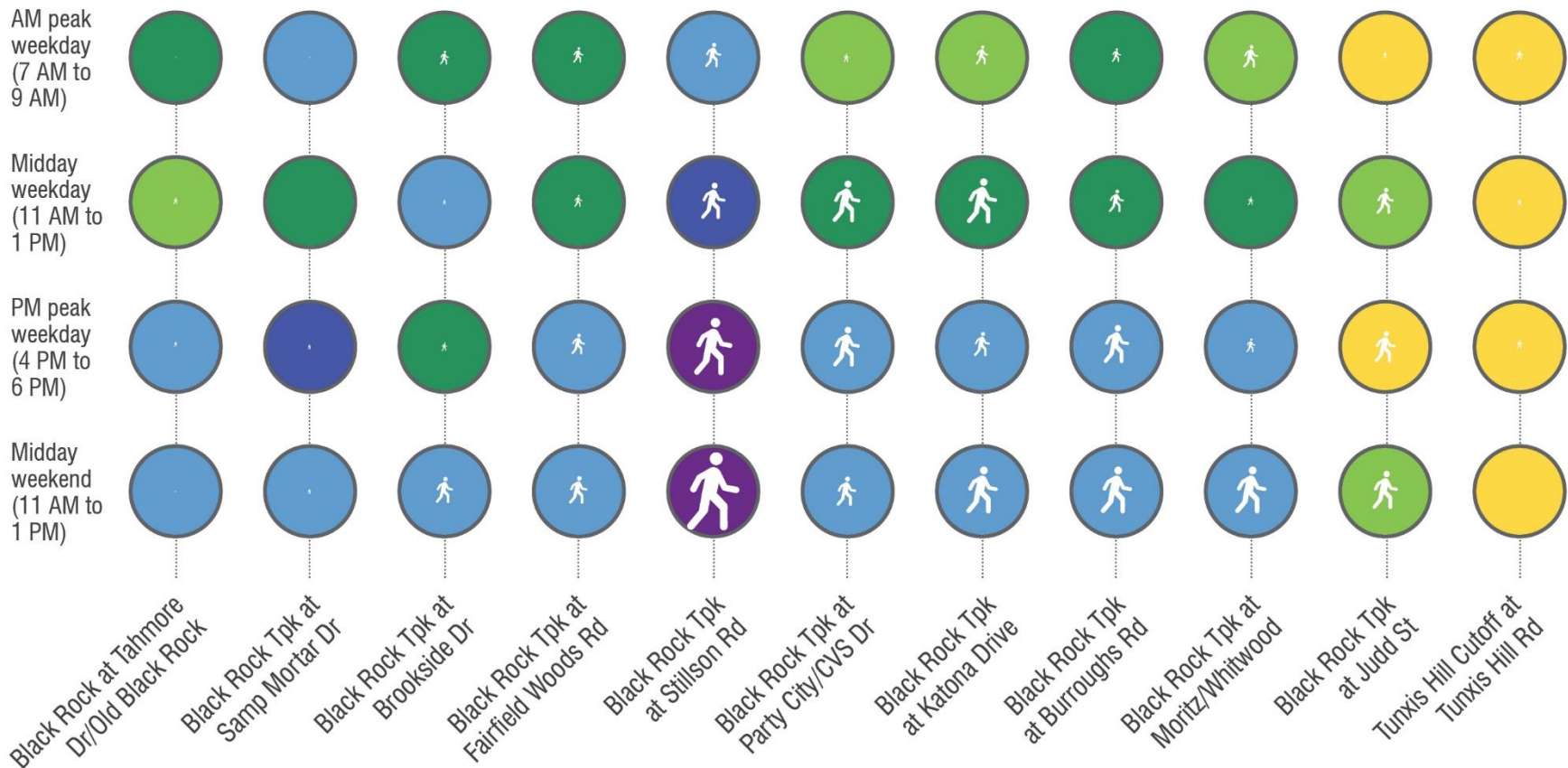


Figure 3-22: Pedestrian Counts at Main Intersections along Black Rock Turnpike Diagram (Source: Fitzgerald & Halliday, Inc.; CT Counts, May and June 2017)

vi. Transit Use and Conditions

Transit Facilities

Transit in the study area consists of a single bus, Route 10, operated by Greater Bridgeport Transit (GBT). Bus stops are provided throughout the corridor, most marked by a GBT sign including basic route information. Bus stops do not feature shelters or benches. All GBT buses are equipped to carry bicycles, with racks available on a first-come, first-serve basis.

Greater Bridgeport Transit Route 10

Greater Bridgeport Transit Route 10 provides local bus service from Stratford to Fairfield, via downtown Bridgeport and the Bridgeport Transportation Center Bus Station. Connecting bus services are available at the Bus Station, along with intermodal connections to regional buses, Metro-North Railroad and Amtrak.

At the western end of Route 10, buses turn around via a short clockwise loop around Fairfield Woods Road and Stillson Road.

The one-way cash fares on GBT buses is \$1.75, valid for 90 minutes of unlimited travel on any bus (including transfers). Unlimited daily, weekly, and monthly passes are also available, along with discounts for youth and seniors.

Service span and frequency on Route 10 are as follows:

- Weekdays
 - 6 AM to 10 PM
 - 30 minute peak frequency
 - 60 minute off-peak

- Saturdays
 - 7 AM to 7 PM
 - 60 minute frequency
- Sundays
 - 8:30 AM to 7:30 PM
 - 60 minute frequency

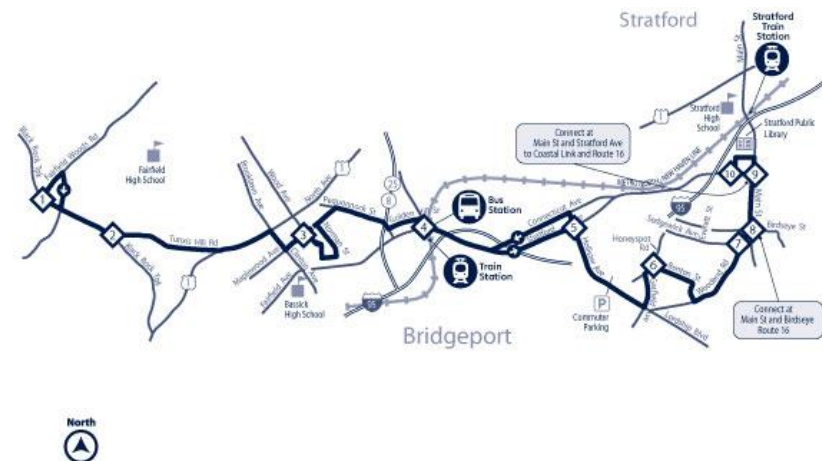


Figure 3-23: Greater Bridgeport Transit Route 10 Map (Source: Greater Bridgeport Transit Route Maps)

Ridership

Greater Bridgeport Transit provided ridership data in the corridor for a representative sample of days after Labor Day in September 2017.

Representative sample of several days in September (after Labor Day). Boarding activity at the bus stop level is clearly higher in the eastbound (inbound to Bridgeport) direction, as the study corridor is situated at the route's western end. Interestingly, outbound alighting activity (passengers getting off the bus) is often higher than inbound

boarding, indicating that bus riders may make alternate arrangements for one leg of their travel.

Daily ridership activity is modest in the corridor. The busiest bus stops are located on Black Rock Turnpike between Stillson Road and Katona Drive. These stops see upward of 20 boardings and alightings each day. Most other stops in the study corridor see fewer than 10 boardings or alightings each.

Table 3-4: Average Daily Bus Boardings: Black Rock Turnpike Study

	Inbound to Bridgeport	Outbound to Fairfield	Total
Route 58 Part One*	36	2	38
Route 58 Part Two**	43	8	51
Minor Approaches	21	7	28

Of note for a study corridor with significant retail activity is that Saturday ridership exceeds weekday (and Sunday) volume. In this case, Black Rock Turnpike functions more as a destination than an origin for transit trips.

Transit Issues and Opportunities

Transit riders are also pedestrians, and thus issues pertaining to safety, comfort and accessibility at the street and sidewalk level apply to GBT bus riders. Some sidewalk gaps exist along the study corridor and numerous curb cuts affect the walking environment and safety for pedestrians.

Bus stop location plays an important role in access to and from destinations along the corridor, as bus riders making a round trip will

use stops on both side of the street. Due in part to sidewalk gaps or intersection control, stop spacing in the study corridor is uneven; not all bus stops have a corresponding stop across the Turnpike for return travel.

Bus stops close to signalized intersections with crosswalks are inherently safer and more comfortable for bus riders, as mid-block crossings force a choice between a longer walk to destinations and a dangerous crossing of the Turnpike without any signal control. The busiest bus stops are along Black Rock Turnpike at and near Stillson Road and Katona Drive, which are signalized crossings.

Bus layover locations are an ongoing concern for Greater Bridgeport Transit, as transit reliability is dependent on scheduled down-time for bus operators at route ends. Currently, GBT uses the turnaround loop via Fairfield Woods Road and Stillson Road to lay over; however, community pressures over the years have often forced GBT operators to move buses or find new space. GBT would benefit from a formal, agreed upon layover location to ensure reliable operation of Route 10.

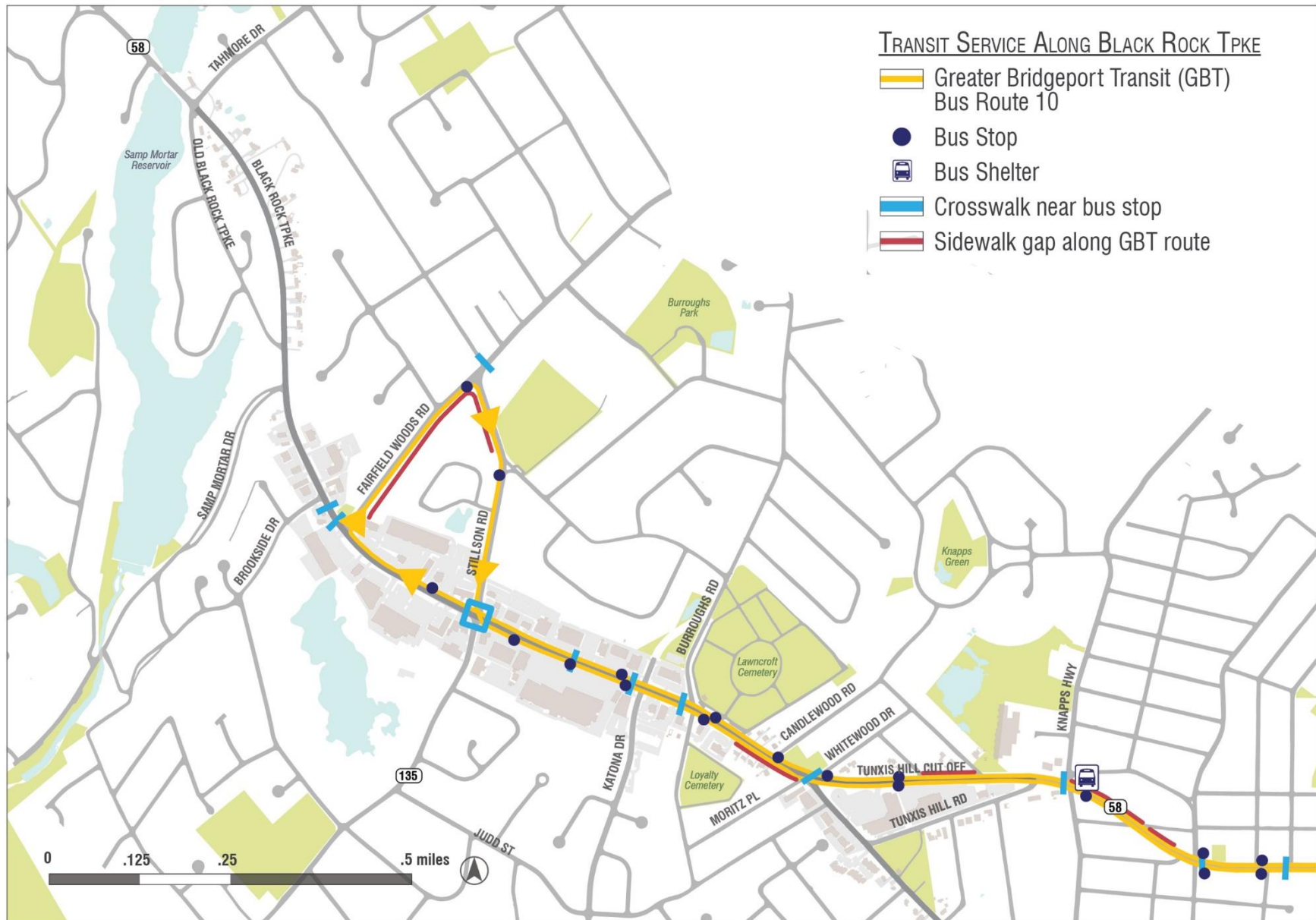


Figure 3-24: Transit Service Along Black Rock Turnpike (Source: Greater Bridgeport Transit Route Maps; Fitzgerald & Halliday Field Data June 2017)

D. Traffic Operations and Safety

i. Traffic Operations

A traffic analysis was conducted for the 11 study area intersections (9 signalized, 2 unsignalized) to measure the level of vehicle delay and queuing at intersections. The key measure of effectiveness for the peak hour traffic analysis is level of service (LOS) at the study area intersections. LOS is a qualitative measure of vehicular delay and takes into account a number of conditions related to intersection design and traffic volume, and the perception of those conditions by motorists. Six levels of service are defined with letter designations from A to F, with LOS A representing the best operating conditions and LOS F representing the worst. Conventional practices point to LOS C, describing a condition of stable traffic flow, as the minimum desirable level for peak traffic flow in rural and suburban areas. LOS D (and sometimes LOS E), with greater vehicle queues and delay, are often considered acceptable for urban areas because of the accessibility benefits and higher pedestrian interactions that result from increased density; however, these are subjective guidelines and tolerances for levels of delay vary from place to place.

Level of service designation is reported differently for signalized and unsignalized intersections. Thus, the delay ranges differ slightly between unsignalized and signalized intersections due to driver expectations and behavior for each LOS. For signalized intersections, LOS is defined in terms of average delay, which is a measure of driver discomfort and frustration, and lost travel time. For unsignalized intersections, the LOS analysis assumes that the traffic on the mainline is not affected by traffic on the side street. The LOS for each movement is calculated by determining the number of gaps that are available in the conflicting traffic stream. Based on the number of gaps, the capacity of the movement can be calculated. For unsignalized intersections, the highest delayed movement is

reported in addition to an overall delay. Table 3-5, summarizes the LOS criteria, as specified by the Highway Capacity Manual.

Table 3-5: Level of Service (LOS) Criteria Summary

Level of Service	Signalized Intersection Criteria	Unsignalized Intersection Criteria	V/C Ratio > 1.00 ^a
	Average Control Delay (Seconds per Vehicle)	Average Control Delay (Seconds per Vehicle)	
A	≤10	≤10	F
B	>10 and ≤20	>10 and ≤15	F
C	>20 and ≤35	>15 and ≤25	F
D	>35 and ≤55	>25 and ≤35	F
E	>55 and ≤80	>35 and ≤50	F
F	>80	>50	F

Note: ^aFor approach-based and intersection-wide assessments, LOS is defined solely by control delay.

Source: HCM2010: *Highway Capacity Manual*. Washington, D.C.: Transportation Research Board, 2010. Pages 18-6 and 19-2.

The traffic analysis for the study intersections was conducted using Trafficware's *Synchro plus SimTraffic 9 – Traffic Signal Coordination Software*, a computer-based intersection operations model, which implements procedures presented in the 2010 Highway Capacity Manual (HCM) methodology. Synchro is designed to evaluate the performance of arterials, signalized intersections, and unsignalized intersections (two-way stop, all-way stop, and roundabouts). The intersection LOS reported by Synchro reflects the average intersection delay per vehicle for all movements. The results of the analysis have been illustrated in Figures 3-25 and 3-26.

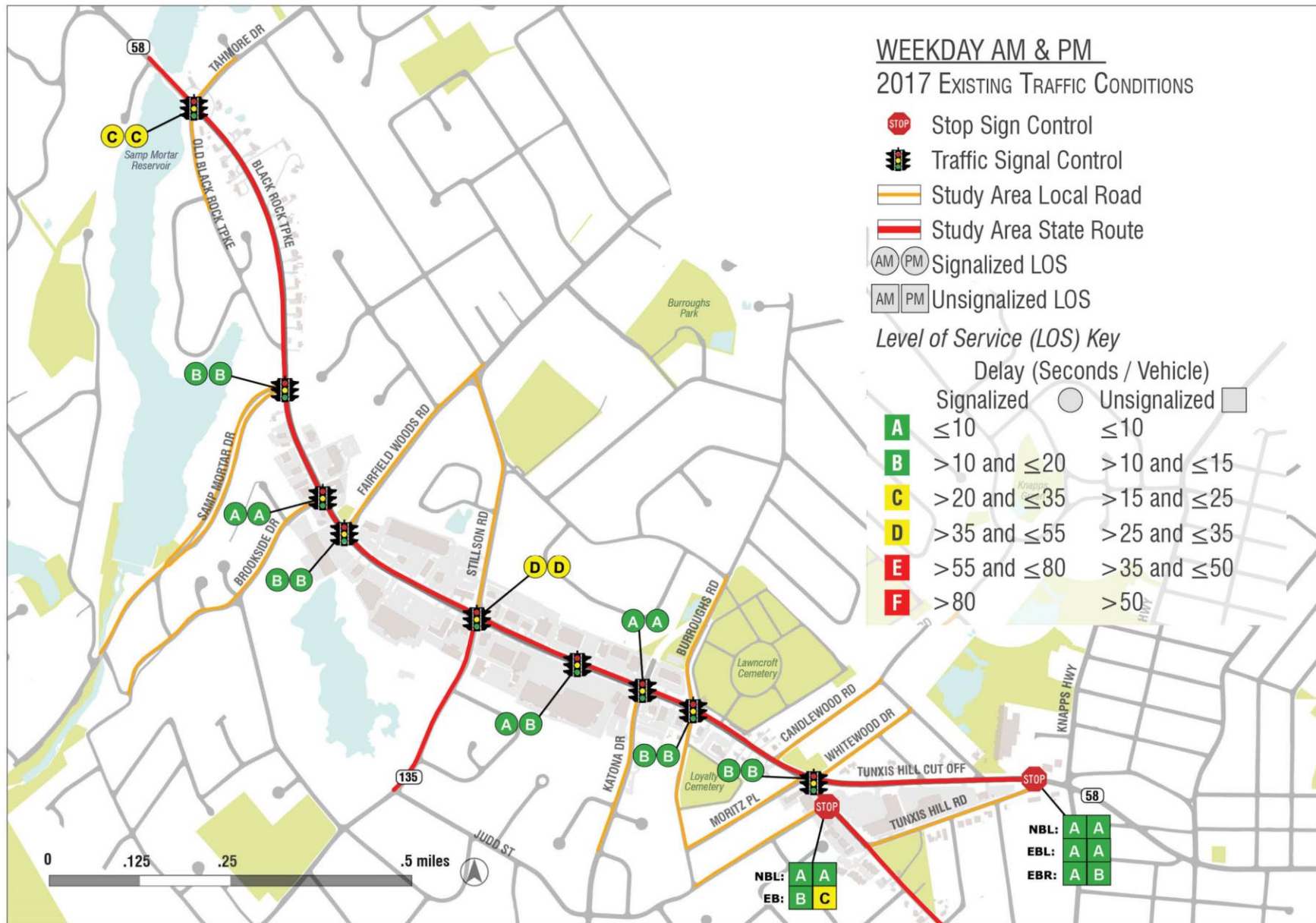


Figure 3-25: 2017 Weekday AM & PM Existing Traffic Operations (Source: Tighe & Bond, September 2017)

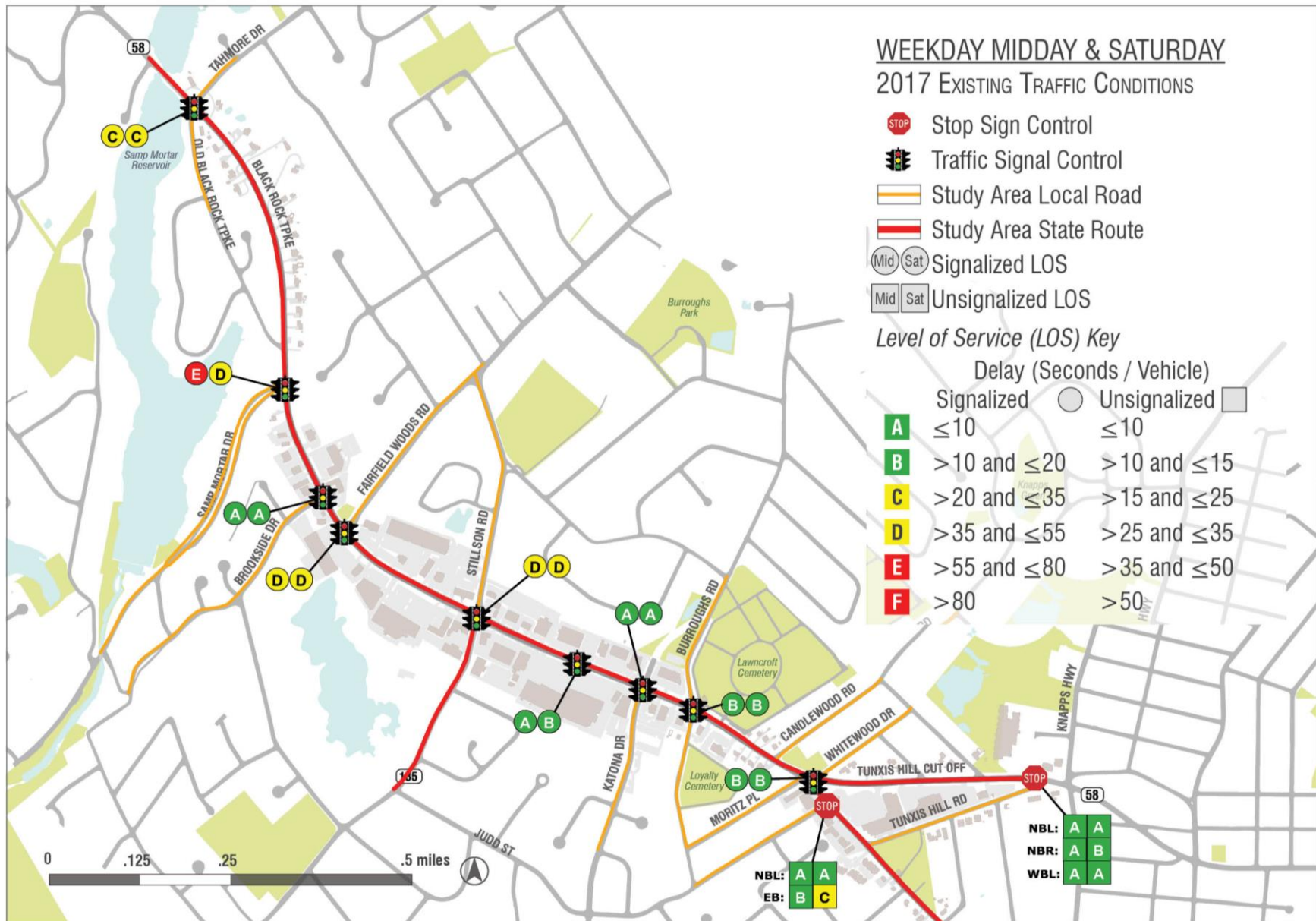


Figure 3-26: 2017 Weekday Midday & Saturday Existing Traffic Operations (Source: Tighe & Bond, September 2017)

Results of the traffic analysis indicate that most of the study intersections operate at LOS D or better during typical weekday morning and afternoon peak hours and at LOS B or better during typical weekday midday and Saturday peak hours. There are occurrences where a specific intersection approach or movement exceeds LOS D, even if the total intersection does not. Table 3-6 and 3-7 indicate the approaches that are LOS E or F with a yellow and red highlight, respectively. The detailed LOS analysis results for each study intersection is located in Appendix F.

According to the analysis results, drivers experience more extended delays (LOS E or worse) at the following locations in the weekday morning, weekday afternoon, weekday midday and/or Saturday peak hours:

- Black Rock Turnpike at Stillson Road
 - LOS E and F for eastbound and westbound lefts turn during all peaks
 - LOS E for eastbound through and right turns during afternoon
 - LOS E and F for northbound through and right turns during the afternoon and Saturday peaks
 - LOS E for southbound through and right turns in the morning peak

The delays experienced by drivers at these locations are a result of a combination of factors including closely spaced intersections and high levels of traffic from retail developments. Furthermore, most driveways along the corridor are not signalized and the delay from those can be high since available gaps (space between cars) in the traffic stream are infrequent. While utilizing computer-based models to assess traffic conditions provides a foundation for the existing conditions assessment, field observations and public input will also help facilitate concept development moving forward.

Table 3-6: Intersection Operation Summary – Vehicular Levels of Service / Average Delays (sec/veh) – Signalized Intersections

		Weekday Morning Peak Hour		Weekday Midday Peak Hour		Weekday Afternoon Peak Hour		Saturday Midday Peak Hour	
Lane Use		LOS	Avg. Delay (s/veh)	LOS	Avg. Delay (s/veh)	LOS	Avg. Delay (s/veh)	LOS	Avg. Delay (s/veh)
Traffic Signal - Black Rock Turnpike at Old Black Rock Turnpike & Tahmore Drive									
Overall		C	22.2	A	8.1	C	29.3	B	16.3
Old Black Rock Turnpike	EB	B	17.1	A	0.1	A	1.0	B	20.0
Tahmore Drive	WB	D	44.5	B	15.0	C	20.2	C	22.1
Black Rock Turnpike	NB	B	13.2	A	6.7	A	7.8	B	10.9
	SB	B	18.5	A	8.6	D	47.4	B	19.9
Traffic Signal - Black Rock Turnpike at Samp Mortar Drive									
Overall		B	16.7	B	13.1	B	16.4	B	14.5
Samp Mortar Drive	EBL	C	33.9	D	35.9	D	38.8	D	37.7
	EBR	B	11.3	B	10.8	A	9.1	A	9.6
	NBL	A	9.4	A	6.9	A	9.7	A	7.8
Black Rock Turnpike	NBT	B	14.0	B	14.5	B	18.5	B	16.7
	SB	C	22.3	B	11.1	B	14.1	B	11.6
Traffic Signal - Black Rock Turnpike at Brookside Drive									
Overall		A	2.9	A	3.7	A	8.0	A	5.4
Brookside Drive	EB	C	29.4	C	24.7	C	33.5	C	28.7
Black Rock Turnpike	NB	A	2.5	A	2.9	A	4.4	A	3.6
	SB	A	0.6	A	1.6	A	5.4	A	3.3
Traffic Signal - Black Rock Turnpike at Fairfield Woods Road & Commercial Driveway									
Overall		B	15.7	A	9.1	B	11.0	A	9.6
Commercial Driveway	EBLT	B	19.8	C	24.3	C	29.7	C	28.5
	EBR	A	0.0	A	0.5	A	1.0	A	0.7
Fairfield Woods Road	WBLT	C	21.6	C	29.5	D	36.5	D	38.6
	WBR	D	53.7	D	39.5	D	38.5	D	38.9
Black Rock Turnpike	NB	A	8.8	A	5.7	A	5.1	A	5.7
	SB	A	3.2	A	4.1	A	9.8	A	4.3

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Table 3-6: Intersection Operation Summary – Vehicular Levels of Service / Average Delays (sec/veh) – Signalized Intersections

		Weekday Morning Peak Hour		Weekday Midday Peak Hour		Weekday Afternoon Peak Hour		Saturday Midday Peak Hour	
	Lane Use	LOS	Avg. Delay (s/veh)	LOS	Avg. Delay (s/veh)	LOS	Avg. Delay (s/veh)	LOS	Avg. Delay (s/veh)
Traffic Signal - Black Rock Turnpike at Stillson Road									
Overall		D	44.5	D	37.7	D	53.9	D	48.5
Black Rock Turnpike	SBL	E	60.0	E	61.1	E	68.3	E	69.5
	SBTR	D	37.5	D	38.2	E	56.2	D	51.9
	NBL	F	99.0	E	62.4	E	75.1	E	79.6
	NBTR	D	37.6	C	31.2	D	36.8	D	41.3
Stillson Road	EBL	C	25.7	C	23.9	C	28.4	C	27.9
	EBTR	C	32.3	D	46.1	F	86.1	E	60.5
	WBL	B	18.9	C	24.5	D	38.8	C	29.8
	WBTR	E	61.4	D	43.1	D	53.7	D	53.8
Traffic Signal - Black Rock Turnpike at Turnpike Shopping Center & Fairway Plaza Driveways									
Overall		A	6.6	B	10.4	B	12.8	B	14.3
Black Rock Turnpike	SB	A	3.0	A	7.7	B	11.3	B	13.2
	NB	A	6.1	A	7.9	B	11.6	B	13.7
Turnpike Shopping Center Driveway	EBLT	D	38.5	C	34.1	C	30.2	C	27.8
	EBR	A	0.4	A	0.9	A	3.7	A	3.9
Fairway Plaza Driveway	WBLT	C	32.5	C	25.1	C	22.2	C	23.2
	WBR	A	0.2	A	0.3	A	0.2	A	0.3
Traffic Signal - Black Rock Turnpike at Katona Drive & Katona Drive Extension									
Overall		A	6.7	A	7.2	A	7.5	A	7.8
Black Rock Turnpike	SB	A	2.3	A	3.0	A	3.4	A	3.5
	NB	A	6.6	A	6.6	A	7.0	A	8.1
Katona Drive	EBLT	D	42.9	D	45.7	D	48.2	D	47.0
	EBR	A	0.9	A	2.5	A	4.7	A	1.3
Katona Drive Extension	WBL	C	27.0	C	25.7	C	25.0	C	25.0
	WBTR	C	24.7	B	19.4	B	16.3	B	15.1

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Table 3-6: Intersection Operation Summary – Vehicular Levels of Service / Average Delays (sec/veh) – Signalized Intersections

		Weekday Morning Peak Hour		Weekday Midday Peak Hour		Weekday Afternoon Peak Hour		Saturday Midday Peak Hour	
Lane Use		LOS	Avg. Delay (s/veh)	LOS	Avg. Delay (s/veh)	LOS	Avg. Delay (s/veh)	LOS	Avg. Delay (s/veh)
Traffic Signal - Black Rock Turnpike at Burroughs Road									
Overall		B	14.8	B	10.3	B	10.8	B	10.4
Black Rock Turnpike	SB	A	5.7	A	5.0	A	5.2	A	5.5
	NB	B	11.6	A	7.3	A	7.6	A	7.9
Burroughs Road	EB	C	20.5	C	22.2	C	26.2	C	23.2
	WB	D	37.7	C	34.8	D	38.5	C	34.3
Traffic Signal - Black Rock Turnpike at Tunxis Hill Cutoff, Moritz Place & Whitewood Drive									
Overall		B	13.2	B	11.8	B	14.5	B	13.9
Black Rock Turnpike	SBLT	B	15.3	B	17.7	C	21.9	B	18.8
	SBR	A	3.2	A	3.5	A	3.1	A	3.5
Tunxis Hill Cutoff	NB	B	16.8	B	13.9	B	14.1	B	16.7
Black Rock Turnpike	NWB	B	15.3	B	13.8	B	18.4	B	16.9
Moritz Place	NEB	C	25.5	C	24.3	C	29.8	C	28.1
Whitewood Drive	SWB	C	26.0	C	24.5	C	29.7	C	28.4

Table 3-7: Intersection Operation Summary – Vehicular Levels of Service / Average Delays (sec/veh) – Unsignalized Intersections

	Lane Use	Weekday Morning Peak Hour		Weekday Midday Peak Hour		Weekday Afternoon Peak Hour		Saturday Midday Peak Hour	
		LOS	Avg. Delay (s/veh)	LOS	Avg. Delay (s/veh)	LOS	Avg. Delay (s/veh)	LOS	Avg. Delay (s/veh)
Unsignalized TWSC - Tunxis Hill Cutoff at Tunxis Hill Road									
Tunxis Hill Road	EBL	A	0.0	C	20.7	A	0.0	C	24.5
	EBR	A	9.6	B	10.3	B	11.1	B	10.4
Tunxis Hill Cutoff	NBL	A	8.1	A	8.5	A	9.0	A	8.6
Unsignalized TWSC - Black Rock Turnpike at Judd Street									
Black Rock Turnpike	NBL	A	8.5	A	8.8	A	8.8	A	9.0
Judd Street	EB	B	13.8	C	15.2	C	18.6	C	17.6

In addition to the level of service, efficient traffic operations are also a function of vehicular queuing, the distance at which cars will line up at an intersection waiting to perform their desired movement. The queues are calculated for average queues (50th percentile) and design queues (95th percentile). Often times, particularly along busy corridors, average and design queues extend beyond the available storage space and will extend back to adjacent intersections and driveways, resulting in additional delays above that presented by the analyses. Table 3-8 and 3-9 provide a summary of the queues for the study area signalized and unsignalized intersections, respectively. In these tables, movements where queues exceed the available storage are highlighted in red.

As shown in Tables 3-8 and 3-9, queuing issues are present for specific approaches to the intersections in the central portion of the study area between the intersections with Samp Mortar Drive and the Turnpike Shopping Center and Fairway Plaza driveways. Along this segment the closely spaced intersections and high traffic volumes from the dense commercial development result in queues that extend beyond the available storage, resulting in additional congestion that may not be fully represented in the level of service results. It is important to recognize that when conducting traffic operations modeling that several factors need to be taken into account when measuring the effectiveness of a roadway to efficiently move traffic.

Table 3-8: 2017 Existing Conditions Queue Summary (Vehicular 50th/95th Percentile Queue in Feet) – Signalized Intersections

			Weekday Morning Peak Hour		Weekday Midday Peak Hour		Weekday Afternoon Peak Hour		Saturday Midday Peak Hour	
	Lane Use	Available Storage	Avg. Queues	Design Queues	Avg. Queues	Design Queues	Avg. Queues	Design Queues	Avg. Queues	Design Queues
Traffic Signal - Black Rock Turnpike at Old Black Rock Turnpike & Tahmore Drive										
Old Black Rock Turnpike	EB	500+	3	17	0	0	0	0	3	14
Tahmore Drive	WB	500+	97	314	10	50	20	62	43	86
Black Rock Turnpike	NB	500+	136	219	90	190	143	331	160	337
	SB	500+	156	263	113	249	518	769	218	581
Traffic Signal - Black Rock Turnpike at Samp Mortar Drive										
Samp Mortar Drive	EBL	50	26	55	41	72	82	134	61	96
	EBR	50	0	39	0	41	0	64	0	40
	NBL	100	66	153	30	62	37	68	24	59
Black Rock Turnpike	NBT	100	313	466	275	405	323	466	299	464
	SB	225	147	196	92	159	151	257	120	207
Traffic Signal - Black Rock Turnpike at Brookside Drive										
Brookside Drive	EB	500+	33	63	34	75	92	128	55	95
Black Rock Turnpike	NB	170	30	59	26	56	62	80	29	79
	SB	500+	8	7	8	8	215	27	11	12
Traffic Signal - Black Rock Turnpike at Fairfield Woods Road & Commercial Driveway										
Commercial Driveway	EBLT	35	2	9	9	22	23	45	24	51
	EBR	35	0	0	0	0	0	0	0	0
Fairfield Woods Road	WBLT	75	18	44	34	58	43	72	57	88
	WBR	75	156	299	77	111	58	89	68	101
Black Rock Turnpike	NB	500+	106	141	63	117	61	116	72	136
	SB	170	21	22	14	189	96	390	18	258
Traffic Signal - Black Rock Turnpike at Stillson Road										
Black Rock Turnpike	SBL	200	35	75	55	110	67	120	67	120
	SBTR	200	167	228	251	346	368	508	336	454
	NBL	175	138	287	86	175	108	213	111	218
	NBTR	175	270	354	210	305	249	330	300	391
Stillson Road	EBL	210	72	108	88	146	115	173	114	174
	EBTR	210	144	208	198	323	352	608	267	440
	WBL	170	48	78	75	125	93	157	121	178
	WBTR	170	314	472	150	250	240	335	258	381
Traffic Signal - Black Rock Turnpike at Turnpike Shopping Center & Fairway Plaza Driveways										
Black Rock Turnpike	SB	500+	31	50	81	125	119	171	114	166
	NB	405	62	125	54	70	65	83	65	82
Turnpike Shopping Center Driveway	EBLT	25	29	56	72	128	84	135	78	139
	EBR	25	0	0	0	3	0	21	0	30
Fairway Plaza Driveway	WBLT	25	14	36	27	57	21	46	42	72
	WBR	25	0	0	0	0	0	0	0	0

(continued on following page...)

(Continued) Table 3-8: 2017 Existing Conditions Queue Summary (Vehicular 50th/95th Percentile Queue in Feet) – Signalized Intersections

			Weekday Morning Peak Hour		Weekday Midday Peak Hour		Weekday Afternoon Peak Hour		Saturday Midday Peak Hour	
	Lane Use	Available Storage	Avg. Queues	Design Queues	Avg. Queues	Design Queues	Avg. Queues	Design Queues	Avg. Queues	Design Queues
Traffic Signal - Black Rock Turnpike at Katona Drive & Katona Drive Extension										
Black Rock Turnpike	SB	405	8	30	44	58	54	77	60	90
	NB	300	53	61	40	51	43	53	49	61
Katona Drive	EBLT	250	36	73	48	84	56	93	54	100
	EBR	250	0	0	0	3	0	13	0	3
Katona Drive Extension	WBL	135	1	7	2	8	0	4	1	8
	WBTR	135	1	8	5	18	2	14	0	13
Traffic Signal - Black Rock Turnpike at Burroughs Road										
Black Rock Turnpike	SB	275	26	32	40	53	41	64	38	72
	NB	500+	139	232	72	135	90	167	98	178
Burroughs Road	EB	500+	41	63	34	56	56	93	36	66
	WB	500+	141	178	97	136	95	152	96	151
Traffic Signal - Black Rock Turnpike at Tunxis Hill Cutoff, Moritz Place & Whitewood Drive										
Black Rock Turnpike	SBLT	500+	41	130	56	199	95	341	74	253
	SBR	500+	0	78	0	109	0	120	0	134
Tunxis Hill Cutoff	NB	500+	60	161	30	99	36	114	49	155
Black Rock Turnpike	NWB	130	26	82	24	86	43	130	37	121
Moritz Place	NEB	500+	1	8	2	16	3	20	4	22
Whitewood Drive	SWB	485	5	30	3	18	2	13	5	27

Table 3-9: 2017 Existing Conditions Queue Summary (Vehicular 50th/95th Percentile Queue in Feet) – Unsignalized Intersections

	Lane Use	Available Storage	Weekday Morning Peak Hour Design Queues	Weekday Midday Peak Hour Design Queues	Weekday Afternoon Design Queues	Saturday Midday Peak Hour Design Queues
Unsignalized TWSC - Tunxis Hill Cutoff at Tunxis Hill Road						
Tunxis Hill Road	EBL	50	0	0	0	3
	EBR	50	8	8	13	8
Tunxis Hill Cutoff	NBL	200	5	3	5	3
Unsignalized TWSC - Black Rock Turnpike at Judd Street						
Black Rock Turnpike	NBL	25	5	5	5	5
Judd Street	EB	425	18	20	40	30

iii. Travel Speed

To gain an understanding of traffic and travel speeds, data was collected using pneumatic road tubes. Vehicle speeds are of particular importance to this study because as vehicle speeds increase, the driver's peripheral vision is narrowed, reaction time increased, stopping distance increased, and therefore safety compromised. These factors together lead to an increased crash risk.

Travel speed data was collected along the study area roadways during the data collection task concurrently with the Automatic Traffic Recorder (ATR) volume counts in May and June 2017. The travel speed observations provide the roadway operating speed, or 85th percentile speed, meaning 85 percent of vehicles are traveling at this speed or lower. Figure 3-27 summarizes the results of the

travel speed observation along the study roadways with high 85th percentile speeds that exceed the posted speed limit by 10 miles per hour or more highlighted in red. Raw speed data is provided in the ATR data included in Appendix E.

As shown in Figure 3-27, travel speeds along the central portion of the study area were observed to be within 2 to 8 miles per hour of the speed limit of 30 miles per hour. To the north and south, travel speeds approaching the study area were observed to be above 10 miles per hour over the speed limit of 35 miles per hour and 30 miles per hour from the northwest and southeast, respectively.

To understand how vehicle speeds vary along Black Rock Turnpike in different traffic conditions, the average speeds during three different hours of the day were analyzed: the morning peak hour, afternoon peak hour, and the hour with the lowest volume between 6am-10pm (off-peak). Since the average speeds during the morning and afternoon peak hours of the day were similar, they were averaged together. The average peak-hour speed and the off-peak-hour speed were then compared. The results are shown in Table 3-10.

The vehicle speeds during the off-peak (low volume) hours of the day were consistently higher than during the peak (high volume) hours. Off-peak vehicle speeds had the highest variation from peak-hour speeds in the southbound direction, south of Stillson Road and in the northbound direction, north of Arrowhead Lane. Since commercial development and pedestrian activity also increases to the south of Stillson Road, higher vehicle speeds during the off-peak hour in this location are potentially hazardous. Pedestrians and other vulnerable road users in this area who may be accustomed to lower vehicle speeds during the busier times of the day may encounter high speed vehicles unexpectedly.

It should also be noted that vehicle speeds during both the peak and off-peak hours were highest at the far north and far south ends of the study area (west of Arrowhead Lane and east of Black Rock Turnpike). In the peak hours, average vehicle speeds were approximately 35mph in both of these locations, in both directions (southbound and northbound). In the off-peak hour, average vehicle speeds were approximately 40mph in both locations and in both directions. These higher speed conditions make pedestrian and bicycle crossings difficult and potentially hazardous.

Table 3-10: Average Vehicle Speeds During Peak and Off-Peak Hours

LOCATIONS		SOUTHBOUND			NORTHBOUND		
		Peak (mph)	Off-Peak (mph)	Difference (mph)	Peak (mph)	Off-Peak (mph)	Difference (mph)
#	Name						
1	<i>On Black Rock Turnpike, north of Arrowhead Lane</i>	37.3	42.0	+4.7	34.7	47.2	+12.5
2	<i>On Black Rock Turnpike, north of Stillson Road</i>	30.3	33.0	+2.7	29.4	35.4	+6.0
3	<i>On Black Rock Turnpike, south of Stillson Road</i>	22.0	32.3	+10.3	29.6	35.0	+5.4
4	<i>On Black Rock Turnpike, north of Candlewood Road</i>	32.6	34.4	+1.8	33.7	35.8	+2.0
5	<i>On Tunxis Hill Cutoff, south of Black Rock Turnpike</i>	38.8	41.7	+2.9	32.4	34.6	+2.2

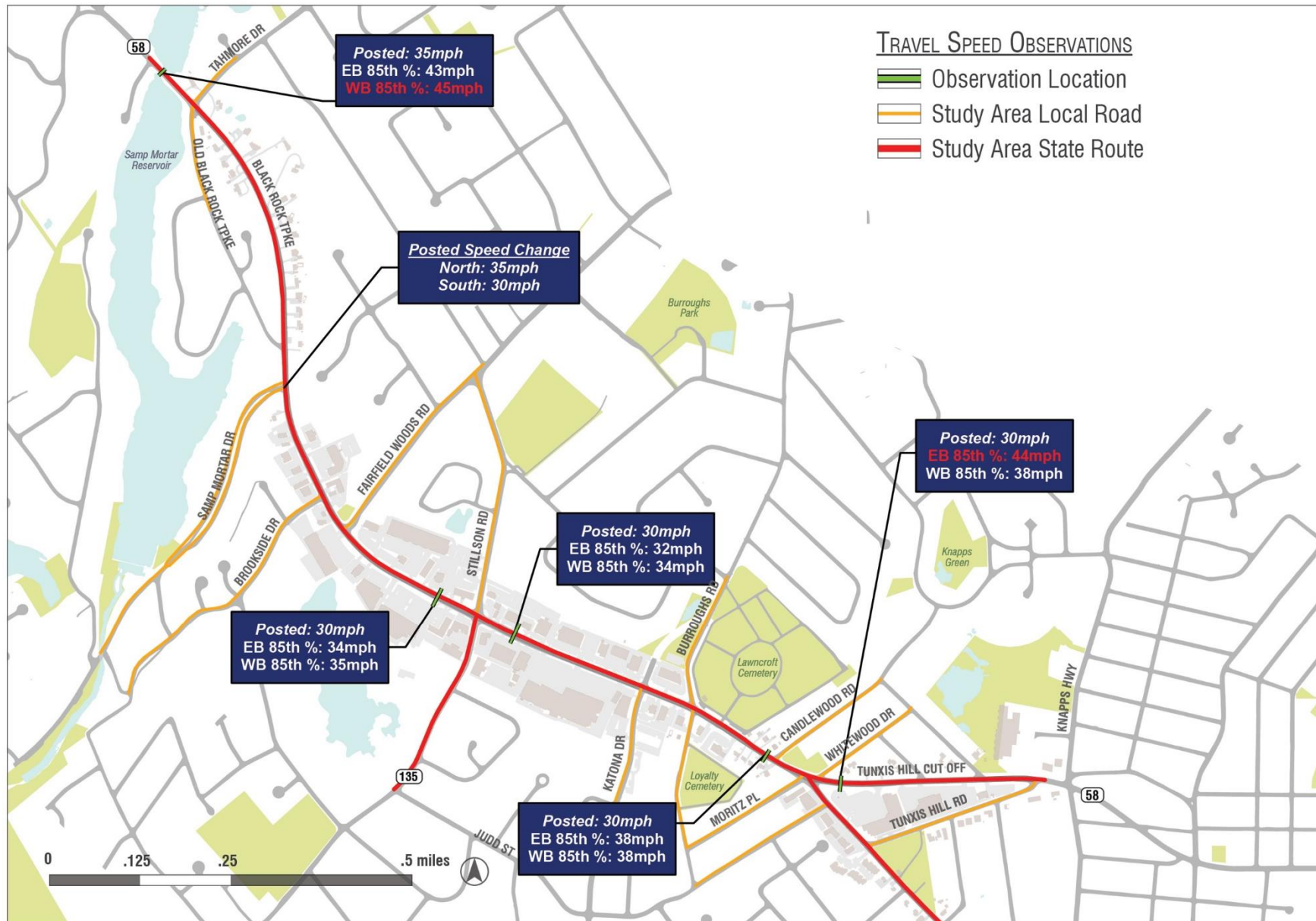


Figure 3-27: Travel Speed Operations (Source: Tighe & Bond, September 2017)

ii. Safety Analysis

A critical component of the Black Rock Turnpike safety study is a detailed analysis of the crashes that have occurred on Black Rock Turnpike. Crash data was downloaded from the Connecticut Crash Data Repository (CTCDR), which is maintained by the University of Connecticut. The CTCDR maintains records of crashes that have been reported by police officers. Only those crashes where a police report was filled out are shown in the CTCDR crash records. Individual crash records show details such as the crash date, location, severity, weather conditions, lighting conditions, and type of crash. An analysis of the crash data from the years of 2014, 2015, and 2016 is presented in the subsequent sections.

Crash Locations

Across the three-year analysis period (2014-2016), there were 428 total crashes that occurred within the study area—a road segment approximately 1.73 miles in length. A heat map showing where the crashes were concentrated is shown in Figure 3-28 on the following page. Dark red and warmer colored areas indicate a higher concentration of crashes, while cooler blue colors indicate areas with lower concentrations of crashes. Overall, most crashes have occurred along the segment that extends from the intersection with Whitewood Drive to the intersection with Samp Mortar Drive. This high-crash portion of Black Rock Turnpike is highlighted with a thick black line, as noted in the legend.

Figure 3-28 shows that the majority of the crashes have occurred at the intersection with Stillson Road. Other high crash locations are as follows:

- The exit of Lake Hills Shopping Center
- Near the intersection with Fairfield Woods Road
- The intersection with Samp Mortar Drive
- The intersection with Whitewood Drive

- The intersections with Katona Drive
- The intersection with Burroughs Road

A further discussion of each of these locations, and the types of crashes that occurred at each of them is provided in the “High Crash Locations” section.

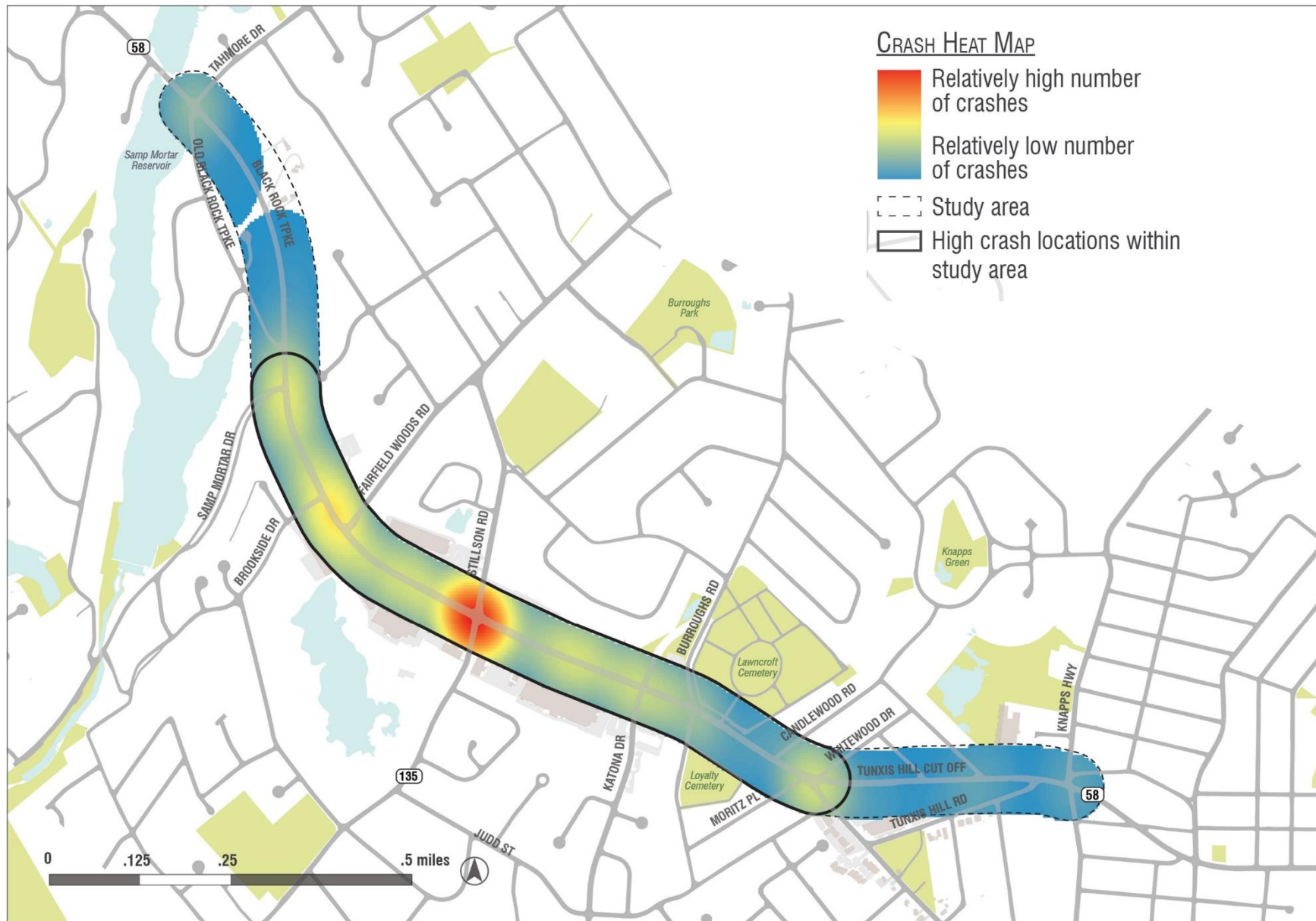


Figure 3-28: Crash Heat Map (Source: Fitzgerald & Halliday; Connecticut Crash Data Repository, September 2017)

Crash Rate

Across the three-year analysis period (2014-2016), there were 428 total crashes that occurred within the study area—a road segment approximately 1.73 miles in length. Traffic counts taken by the CTDOT in 2013, indicate that an average of approximately 19,000 vehicles utilize Black Rock Turnpike each day. When taking into account the aforementioned figures, a crash rate of 11.9 crashes per million vehicle-miles of travel is calculated. This crash rate is approximately two times higher than the typical crash rate (5.8 crashes per million vehicle-miles) on an urban four-lane undivided roadway in Connecticut.

When adjusting the crash rate for only the high-crash segment of Black Rock Turnpike, from the Intersection with Whitewood Drive to the intersection with Samp Mortar Drive, a crash rate of 19.1 crashes per million vehicle-miles travelled is calculated. This adjusted crash rate is approximately three times higher than the typical crash rate on an urban undivided roadway in Connecticut.

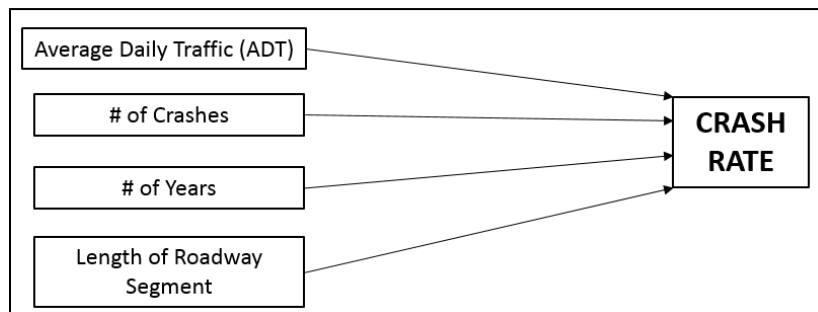


Figure 3-29: Crash Rate Components (Source: Fitzgerald & Halliday, September 2017)

Environmental Factors

Environmental conditions can sometimes contribute to the occurrence of a crash. Low light conditions can make it harder than

usual for drivers to see. Snow and ice can make roadways more slippery than usual and both can lead to drivers losing control of their vehicles. Environmental conditions, however, do not appear to have played a large role in the crashes that occurred on Black Rock Turnpike. The majority of crashes occurred during daylight and clear weather conditions. Figure 3-30 shows the breakdown of crash conditions across the three-year study period.

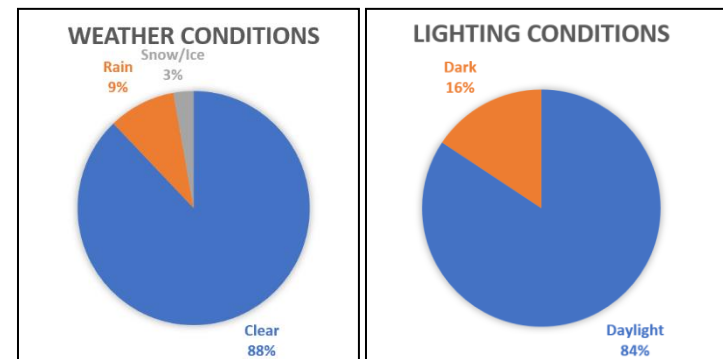


Figure 3-30: Overall Weather Conditions, Overall Light Conditions (Source: Fitzgerald & Halliday; Connecticut Crash Data Repository, September 2017)

Other potential causes for the crashes, besides poor weather and lighting conditions, are driver behavior (e.g. speeding and distracted driving) and roadway geometry at specific locations. A further investigation of vehicle speeds and roadway/intersection design at specific crash locations is therefore important.

Crash Types

Of the 428 crashes that occurred in the study area, rear-end crashes constitute the greatest percentage overall. Rear-end crashes made up approximately 34% of the total 428 crashes. Rear-end crashes are

most often seen in areas with a large amount of stop-and-go traffic and significant vehicle congestion.

However, along many roads rear-end crashes make up a majority of crashes, and that is not the case along Black Rock Turnpike. Angle, sideswipe and turning crash types make up 53% of all crashes. These types of crashes are most pronounced along multilane roads with high levels of access to properties (aka driveways). In particular, angle crashes made up approximately 26% of the 428 crashes. Angle crashes are most typically seen at unsignalized intersections and driveways where vehicles turn across multiple lanes of traffic. The full breakdown by crash type is shown in Figure 3-31. This information is also illustrated on the study area map in Figures 3-32.

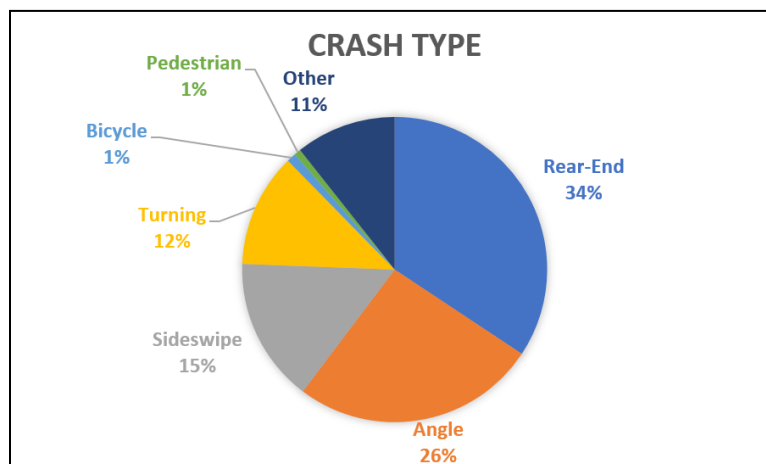


Figure 3-31: Overall Crash Types (Source: Fitzgerald & Halliday; Connecticut Crash Data Repository, September 2017)

As shown in the above diagram, a small percentage of the crashes involved pedestrians and bicyclists. Over the course of the three-year analysis period, there were a total of five pedestrian crashes and one bicycle crash. These pedestrian and bicycle crashes were cited as a motivating factor for this current Black Rock Turnpike Safety Study.

The locations of the pedestrian and bicycle crashes are shown in Figure 3-33. As can be seen, all of the pedestrian and bicycle crashes occurred on the segment of Black Rock Turnpike that extends from Burroughs Road to Stillson Road. Two of the pedestrian crashes were fatal. These fatal crashes are discussed in more detail in the “Overall Crash Severity” section.

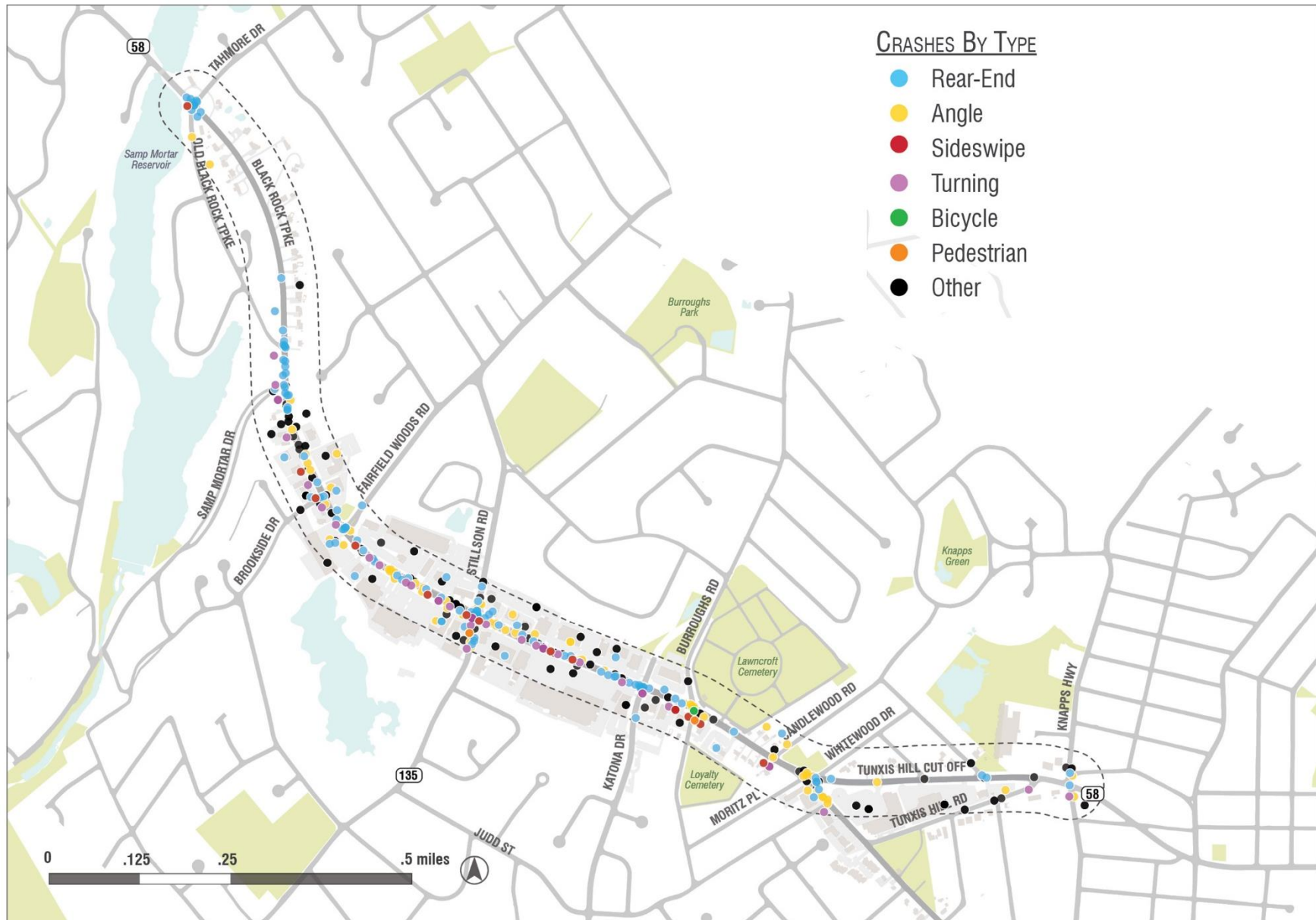


Figure 3-32: Locations of Crashes by Type (Source: Fitzgerald & Halliday; Connecticut Crash Data Repository, September 2017)

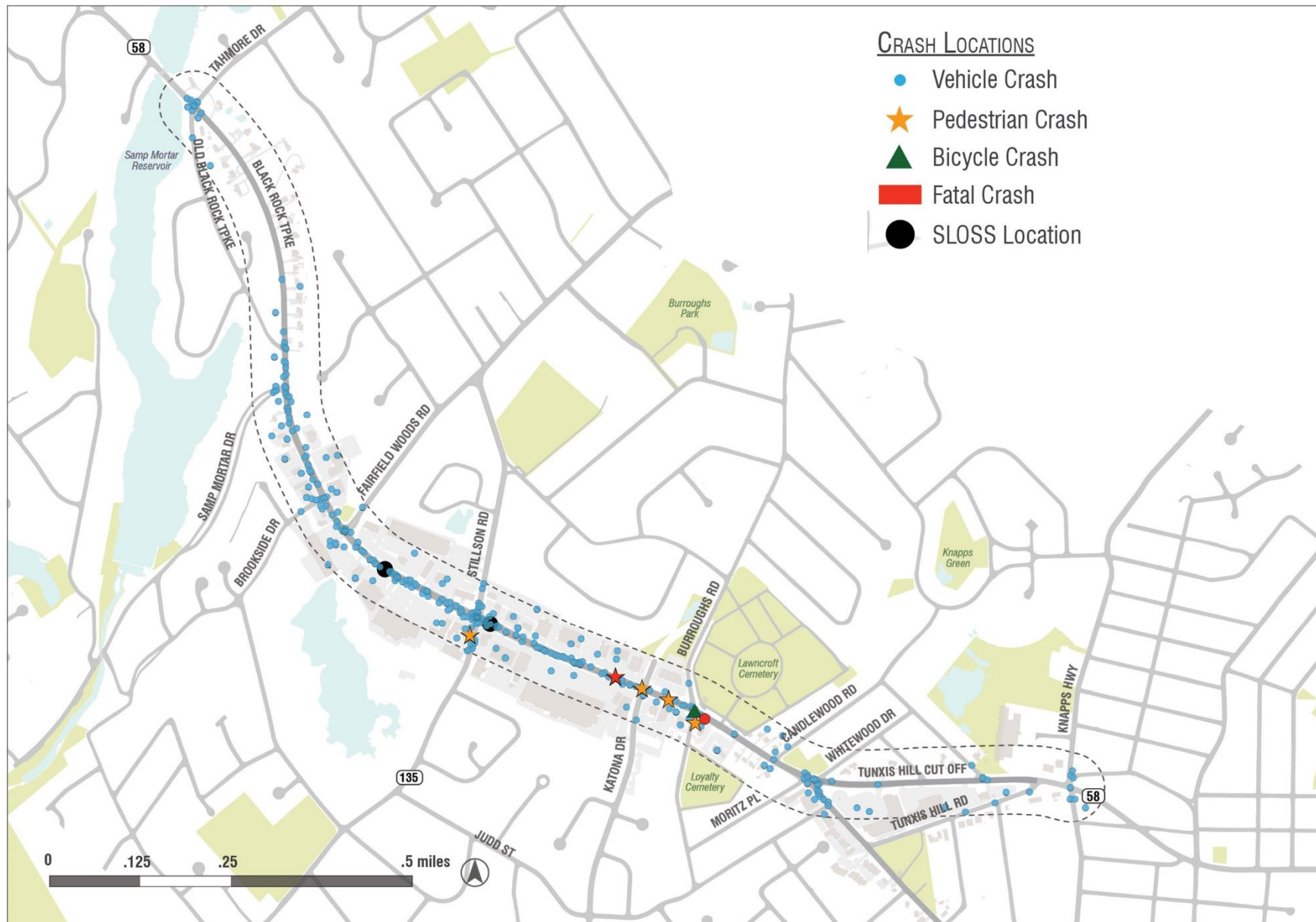


Figure 3-33: Locations of Crashes by Mode and Severity (Source: Fitzgerald & Halliday; Connecticut Crash Data Repository, September 2017)

Crash Severity

Over the course of the three-year study period, the majority (77%) of the crashes were property-damage-only crashes. Twenty-two percent (22%) of the crashes involved an injury. There were three fatal crashes, occurring in the three year period analyzed. Figure 3-34 shows a visual breakdown of the crash severity.

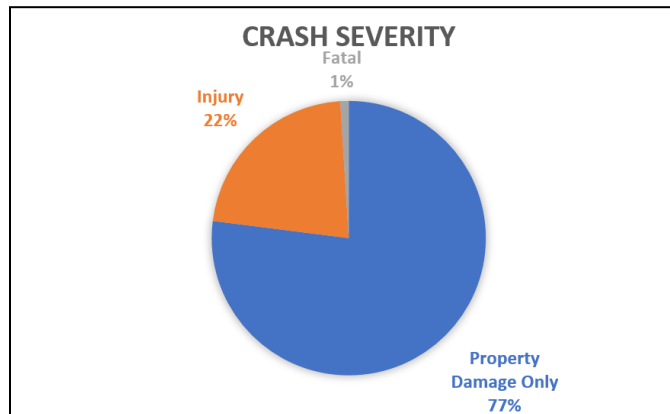


Figure 3-34: Overall Crash Severity (Source: Fitzgerald & Halliday; Connecticut Crash Data Repository, September 2017)

The first fatal crash occurred at the intersection of Black Rock Turnpike and Burroughs Road on December 6, 2014 at 9:47am in rainy weather. An 89-year-old pedestrian was crossing the roadway at this intersection with a pedestrian signal, and was struck by a vehicle travelling straight. The victim incurred serious injuries at the time of the crash, and passed away in the immediate days following the crash. A diagram of this crash is not available.

The second fatal crash also occurred at the intersection of Black Rock Turnpike and Burroughs Road. It happened on May 5, 2015 at 4:57am. A passenger vehicle travelling westbound on Burroughs

Road was struck by a tractor-trailer truck as it crossed the intersection. A view of this intersection, taken from Google Street View is shown in Figure 3-35.



Figure 3-35: View of Burroughs Road and Black Rock Turnpike Intersection (Source: Google Street View, September 2017)

The third fatal crash occurred along Black Rock Turnpike, slightly east of the intersection with Katona Drive; just over 500 feet from the location of the other two fatal crashes. It happened on September 27, 2016 at 7:47pm. The crash occurred as a pedestrian was crossing Black Rock Turnpike between intersections, and was struck by a vehicle travelling eastbound on Black Rock Turnpike. A view of this area, from Google Street View, is provided in Figure 3-36.



Figure 3-36: View of Black Rock Turnpike, just east of Katona Drive (Source: Google Street View, September 2017)

High Crash Locations

There were seven locations in the study area that were noted to have a significant concentration of crashes. The seven locations are listed below, in order from those that had the highest concentration of crashes to those that had the lowest.

- The intersection with Stillson Road
- The exit of Lake Hills Shopping Center
- Near intersection with Fairfield Woods Road
- The intersection with Samp Mortar Drive
- The intersection with Whitewood Drive
- The intersections with Katona Drive
- The intersection with Burroughs Road

Two of these locations were found to be near or on the Connecticut Department of Transportation's (CTDOT's) Suggested List of Surveillance Study Sites (SLOSSS). The SLOSSS is developed to identify locations that have higher than average crash rates. The two locations that were near or on the SLOSSS are listed below:

- The intersection with Stillson Road
- The exit of Lake Hills Shopping Center

Since the two locations on the the SLOSSS have been previously identified by CTDOTas due to these high crash rates, solutions to mitigate crashes will be prioritized.

A more in depth analysis of all seven locations is included in the following sections. For a more detailed visual examination of the crashes at each of these locations, please refer to Appendix G which features a large, high-resolution version of the map shown in 'Figure 3-32: Crashes by Type along Black Rock Turnpike for 2014, 2015, and 2016'.

Intersection with Stillson Road:

This location is a signalized intersection. Along Black Rock Turnpike, both approaches have two through lanes and a turn lane. Along Stillson Road, both approaches have a through lane and a turn lane. At three of the four corners at the intersection there are parking lots, with unsignalized driveways leading onto both Stillson Road and onto Black Rock Turnpike. Vehicles must turn across at least four vehicle lanes when making left turns onto Black Rock Turnpike, and must turn across at least three vehicle lanes when making left turns onto Stillson Road. This creates numerous points for vehicle-vehicle conflicts. The majority of the crashes at this intersection were rear-end crashes and angle crashes. Rear-end crashes are most typically seen at intersections with traffic congestion and stop-and-go traffic. The rear-end crashes at this intersection appear to have occurred as vehicles stop suddenly due to slowed or stopped traffic. Reducing vehicle congestion and delay at this intersection could help reduce the number of rear-end crashes. Other potential causes of the rear-end crashes at this intersection are poor visibility of traffic signals and/or inadequate traffic signal timing.

Angle crashes are most typical at locations where vehicles make left turns out of unsignalized driveways onto busy cross streets. The majority of the angle crashes at this intersection appear to have occurred as vehicles turn out of the unsignalized driveways in close proximity to the intersection here. High vehicle volumes along both Black Rock Turnpike and Stillson Road combined with the fact that left-turning vehicles have to turn across multiple vehicle lanes are the major contributors to these angle crashes. Along Black Rock Turnpike, these circumstances are compounded by the fact that vehicle speeds and vehicle density vary by lane, making navigation out of the unsignalized driveways more difficult.

Exit of Lake Hills Shopping Center:

At this location, there are two unsignalized driveways directly across from each other. Along Black Rock Turnpike, there are two vehicle lanes in each direction, thus left-turning vehicles need to turn across at least three vehicle lanes. The majority of the crashes at this intersection were angle crashes.

Angle crashes are most typical at locations where vehicles make left turns out of unsignalized driveways onto busy cross streets. The majority of the crashes at this intersection appear to have occurred as vehicles attempt to turn left out of the unsignalized driveways, and are then struck by vehicles travelling in the inside lane in the direction of travel. When vehicles in the outside lane on Black Rock Turnpike are stopped to let vehicles turn left out of one of the unsignalized driveways, vehicles travelling in the centermost lane along Black Rock Turnpike have their view of the left-turning vehicles obstructed. This situation is a possible contributor to the angle crashes at this location.

Angle crashes at this location have also occurred as vehicles on opposite sides of Black Rock Turnpike are attempting to make left turns out of the unsignalized driveways simultaneously. Vehicles turning left out of both unsignalized driveways at this location are likely only expecting to have to watch for vehicles travelling along Black Rock Turnpike. Thus, left-turning vehicles from the opposite side of Black Rock Turnpike are an unexpected conflict. Relocation of one of these access points could help to minimize this sort of crash occurrence.

Near Intersection with Fairfield Woods Road:

At the intersection with Fairfield Woods Road, and the segment of Black Rock Turnpike just north of this intersection, there are two vehicle lanes in each direction along Black Rock Turnpike. Along Black Rock Turnpike, there are no dedicated left-turn lanes (except at Stillson Road). The traffic signal phasing allows vehicles to turn left

onto Fairfield Woods Road from Black Rock Turnpike with a green ball traffic light-meaning that vehicles turning left must navigate their turns in front of oncoming traffic.

While there were a wide range of crash types on this segment of roadway, the majority were either sideswipe or angle crashes.

Angle crashes are most typical at locations where vehicles make left turns out of unsignalized driveways onto busy cross streets. This is likely the situation for the angle crashes that have occurred north of the intersection with Fairfield Woods Road, as left-turning vehicles turn across at least three vehicle lanes on Black Rock Turnpike.

Angle crashes that occurred directly at the intersection with Fairfield Woods Road are likely to have occurred as vehicles were turning with the green ball, where both northbound and southbound vehicles are moving through the intersection simultaneously. Sight line limitations due to the curvature along Black Rock Turnpike at this intersection could be preventing left-turning vehicles (turning left onto Fairfield Woods Road) from seeing oncoming northbound thru traffic along Black Rock Turnpike.

Sideswipe crashes are typical on roadways where there is a significant amount of lane changing. Distracted driving and high vehicle speeds also contribute to the occurrence of these crashes. The sideswipe crashes at this location appear to have occurred as vehicles in the inside lanes either stop or slow down, and following vehicles attempt to change lanes to go around them. Vehicles in the center-most lane are likely slowing or stopping in order to make left turns.

Intersection with Samp Mortar Drive:

The intersection with Samp Mortar Drive is controlled by a traffic signal. Along Black Rock Turnpike, the northbound approach has one

thru lane and one left-turn-only lane while the southbound approach has two thru lanes.

The majority of the crashes here were either rear-end or sideswipe crashes.

Rear-end crashes are typical at congested intersections with high amounts of stop-and-go traffic. High vehicle speeds can also contribute to rear-end crashes. Efforts to alleviate the congestion and lower vehicle speeds at this location could help reduce the number of rear-end crashes.

The sideswipe crashes at this location appear to have occurred as vehicles in the left-turn-only lane, travelling northbound on Black Rock Turnpike have continued straight and have merged through the intersection.

Intersection with Whitewood Drive:

The geometry of this intersection is unconventional. The split of Black Rock Turnpike and Tunxis Hill Cut Off combined with the intersections of Whitewood Drive and Moritz Place result in a 5-legged intersection. Furthermore, the approaches to the intersection are skewed and do not form 90 degree angles, requiring motorists to make more complicated turns and contributing to more conflict points. Vehicles also are required to travel much farther than average to pass through the intersection completely, making pedestrian crossings particularly challenging.

The majority of the crashes that occurred at this location were angle crashes.

Angle crashes are most typical at locations where vehicles make left turns out of unsignalized driveways onto busy cross streets. Several of the angle crashes at this location have occurred along Black Rock

Turnpike, on the southern side of the intersection, where there is a small shopping plaza with a very wide unsignalized driveway. Directly in front of this unsignalized driveway is a center median, which forces some drivers to exit the driveway directly into the center of the intersection. In addition, the non-standard geometry of the intersection contributes to poor sight lines for vehicle turning out of this driveway.

Typical causes of angle crashes that occur directly at signalized intersections include restricted sight lines, excessive speeds upon approaches, and inadequate signal timing. Due to the non-standard geometry of this intersection, all of these are possible causes of the angle crashes that have occurred at the center of this intersection.

Intersection with Katona Drive:

This location is a signalized intersection. There are four vehicle lanes along Black Rock Turnpike at this location, including a 56-foot crosswalk along the southbound approach of Black Rock Turnpike. Pedestrians cross Black Rock Turnpike at the same time that vehicles travel along Katona Drive through the intersection. This means that pedestrians are crossing Black Rock Turnpike as vehicles turn left and right onto Black Rock Turnpike. There is no exclusive pedestrian phase.

The majority of the crashes that occurred here were rear-end crashes. There were also three pedestrian crashes that occurred near this location.

Two of the pedestrian crashes that occurred near this intersection occurred as pedestrians were crossing Black Rock Turnpike at locations without crosswalks. Pedestrian crashes such as these could be reduced by installing more frequent crossings, reducing the roadway width so that pedestrians do not have to cross such a far distance, or creating a more inviting pedestrian atmosphere along

Black Rock Turnpike, so that walking to the nearest intersection where there is already a marked crosswalk does not feel as burdensome.

The third pedestrian crash that occurred at the crosswalk may have been a result of the fact that the signal plan directs pedestrians to cross Black Rock Turnpike simultaneously with vehicles turning left and right onto Black Rock Turnpike from Katona Drive.

Intersection with Burroughs Road:

This location is a signalized intersection. Black Rock Turnpike has four vehicle lanes and Burroughs Road has 1 lane in each direction. The majority of the crashes at this intersection were angle crashes. There was also one fatal pedestrian crash, one fatal angle crash and a bicycle crash.

Typical causes of angle crashes that occur at signalized intersections include restricted sight lines, excessive speeds upon approaches, and inadequate signal timing. The three angle crashes occurred as vehicles that were travelling along Burroughs Road entered the intersection when vehicles on Black Rock Turnpike had a green light.

E. Conclusion

i. Deficiencies and Needs

Black Rock Turnpike is a 4-lane state highway designed to facilitate regional travel with a modest level of access to private property. Over the years, the segment of the Turnpike between Samp Morte Drive and the Tunxis Hill Cutoff has evolved into a major commercial corridor with very high levels of access to property. The physical design of the road encourages high speed driver behavior, and the heavy traffic volume that results from a mix of shopping and

commuter traffic creates an environment that is compromised for both travel mobility and accessibility to properties along the road. In fact, this segment of the Turnpike has a crash rate 2 to 3 times higher than that of a typical 4-lane urban road in Connecticut.

In addition to diminished safety and driver frustration stemming from congestion, Black Rock Turnpike also presents a hostile environment for pedestrians and bicyclists. Whether walking along the Turnpike or crossing it, pedestrians are often at a significant disadvantage. Crossings are infrequent and long, pedestrian visibility to motorists is low, and the frequent driveways pose a constant threat to those walking the sidewalks. Bicyclists, save the very skilled riders, appear to avoid Black Rock Turnpike in favor of other routes even though they aren't as direct.

Based on the data collected and analyses performed as part of this existing conditions evaluation, the study team concludes that Black Rock Turnpike requires a level of redesign that emphasizes safety for all users, while still maintain adequate access to the residences and businesses along its length. In areas with high crash frequencies and/or severe crashes, near-term mitigations are necessary. In the longer-term, a more system-wide solution to dealing with a wide range of stated deficiencies may be necessary.

4. Future Conditions

The purpose of this section is to set forth a future 20-year growth rate for traffic on Black Rock Turnpike since this is the time frame that the study team will be developing roadway solutions for. This growth rate has been submitted and approved by CTDOT in January 2018. As such, the study team will be able to apply this growth factor to the existing conditions traffic count data and perform a future year traffic operations analysis to help understand how Black Rock Turnpike is expected to perform.

A. Methodology

i. Traffic Data

Historic average daily traffic (ADT) was collected for Black Rock Turnpike and intersecting routes (e.g. Rt. 135 / Stillson Road and Rt. 732 Tunxis Hill Cut Off) from 2001 to 2013. This data was supplemented with 24-hour traffic counts collected in 2017, as shown in Figure 4.1.

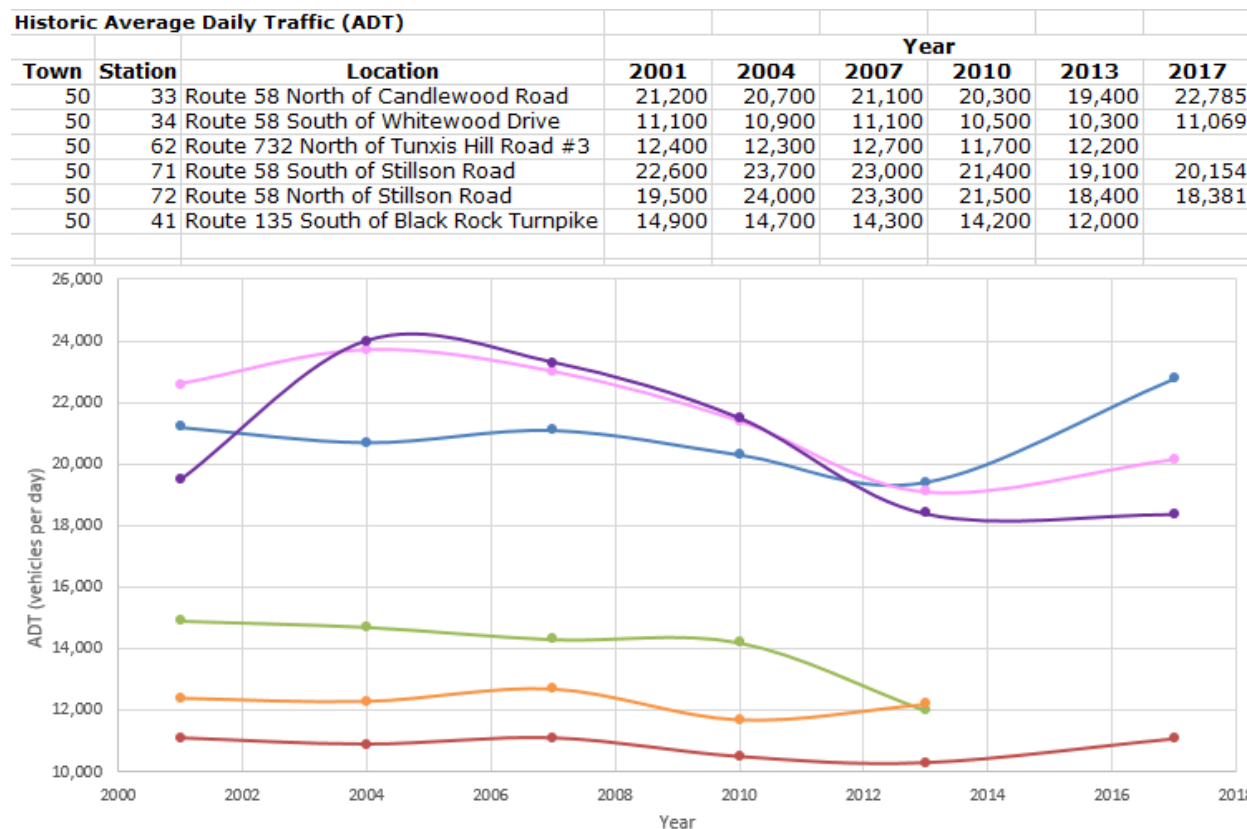


Figure 4.1: Historic Average Daily Traffic (ADT)

As shown in Figure 4.1, traffic along the corridor peaked around 2004 and then gradually tapered off from about 2007 until 2013, when it reached its lowest levels in 13 years. Counts rebound slightly in 2017, generally maintaining 2013 levels except for the segment north of Candlewood Road. That segment showed more dramatic growth in the order of 0.5% per year between 2001 and 2017.

Table 4.1 displays the annual average percent change (AAPC) between the various years of traffic collection. The AAPC between 2001 and 2017 for all count locations along Black Rock Turnpike is -0.2% per year.

ii. Retail Market Trends

In addition to this data, the study team conducted an interview with a property manager from Kleban Properties, which owns a significant portion of the retail space along the corridor. Their anecdotal assessment of future conditions is that the retail environment is changing with the intense competition from online retailers. This is resulting in lower demand for space that can be used for large shopping establishments and an increase in demand for fitness centers, such as yoga studios and health clubs, which have different traffic peaking characteristics. In summary, they don't see meaningful traffic growth as a result of changing retail into the future. If anything, they see more spreading of traffic throughout the day.

Figure 4.1: Annual Average Percent Change (AAPC)

Town	Station	Location	Annual Average Percent Change (AAPC)				
			2001-20	2004-20	2007-20	2010-20	2013-2017
50	33	Route 58 North of Candlewood Road	0.5%	0.7%	0.8%	1.7%	4.1%
50	34	Route 58 South of Whitewood Drive	0.0%	0.1%	0.0%	0.8%	1.8%
50	62	Route 732 North of Tunxis Hill Road #3	--	--	--	--	--
50	71	Route 58 South of Stillson Road	-0.7%	-1.2%	-1.3%	-0.9%	1.4%
50	72	Route 58 North of Stillson Road	-0.4%	-2.0%	-2.3%	-2.2%	0.0%
50	41	Route 135 South of Black Rock Turnpike	--	--	--	--	--
Average			-0.2%	-0.6%	-0.7%	-0.2%	1.8%

B. Conclusion

i. Recommended Growth Rate

For reasons explained in this memorandum, it can be assumed that Black Rock Turnpike from Tahmore Road to the Tunxis Hill Cutoff will experience a flat growth rate over the next 20 years. However, the Town of Fairfield anticipates some additional housing development near the study corridor and would like to include some limited traffic growth in the future forecast. As a result, the study team recommends a modest growth rate of 0.25% per year from 2017 to 2027. This growth rate will be applied to the PM peak hour, which currently experiences the highest hourly traffic volume and greatest congestion on a typical weekday.

ii. Next Steps

Based on the future traffic operations results, the study team will work with project stakeholders to identify a range of potential solutions to addressing safety, congestion, and multimodal opportunities in the corridor. The list of options will be screened, and the best ideas taken forward into a more detailed evaluation process. Conceptual plans will ultimately be developed for the best performing alternatives, and a simulation model will be developed for the most promising option.

BLACK ROCK TURNPIKE SAFETY STUDY

EXISTING AND FUTURE CONDITIONS TECHNICAL MEMORANDUM

FINAL APPENDIX

APPENDIX A: RESULTS OF ONLINE SURVEY

APPENDIX B: ROADWAY CROSS SECTIONS ALONG BLACK
ROCK TURNPIKE

APPENDIX C: TRAFFIC SIGNAL PLANS AND TIMING
SPREADSHEET

APPENDIX D: GEOMETRIC AND INTERSECTION OPERATIONS
OBSERVATIONS SUMMARY

APPENDIX E: CONNECTICUT COUNT DATA

APPENDIX F: DETAILED LEVEL-OF-SERVICE ANALYSIS RESULTS
FOR STUDY INTERSECTIONS

APPENDIX G: HIGH-RESOLUTION STUDY AREA MAP -
LOCATIONS OF CRASHES BY TYPE FOR 2014, 2015, AND 2016

APPENDIX H: COMMENTS SUBMITTED BY BLACK ROCK
TURNPIKE SAFETY STUDY COMMITTEE MEMBERS RE *EXISTING
AND FUTURE CONDITIONS TECHNICAL MEMORANDUM*

FEBRUARY 2018

Appendix A: Online Survey Results

An online survey was conducted during the summer of 2017 to help the project team better understand the issues and opportunities for all those who travel along the Turnpike, including motorists, bicyclists, pedestrians, and transit users. The survey was available for the public to participate from Monday, May 22nd to Friday, July 28th and it was advertised via a press release from the City of Fairfield; social media sites for MetroCOG and the City of Fairfield; various mailing listserves, including the one developed for this project; the Committee members' networks; local community blogs and websites; and more.

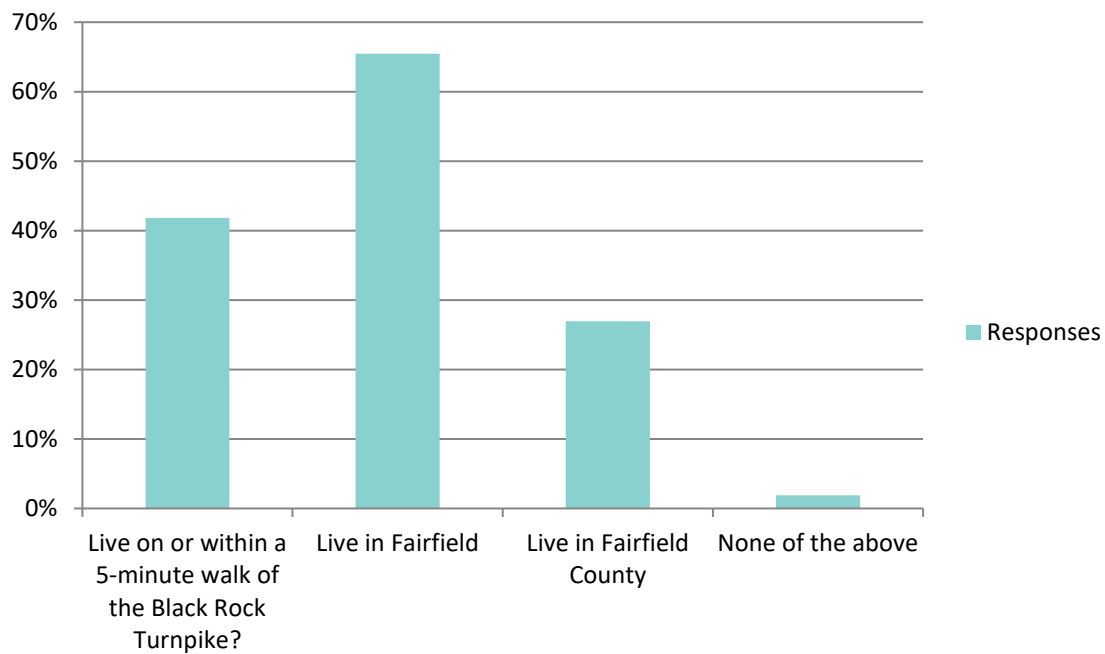
A total of 1069 people completed the survey, approximately 70% of whom live in Fairfield. Respondents answered questions about how and why they currently travel along the Black Rock Turnpike as well as what improvements they would like to see along the Turnpike in the future. The full results can be found on the following pages.

Appendix A: Online Survey Results

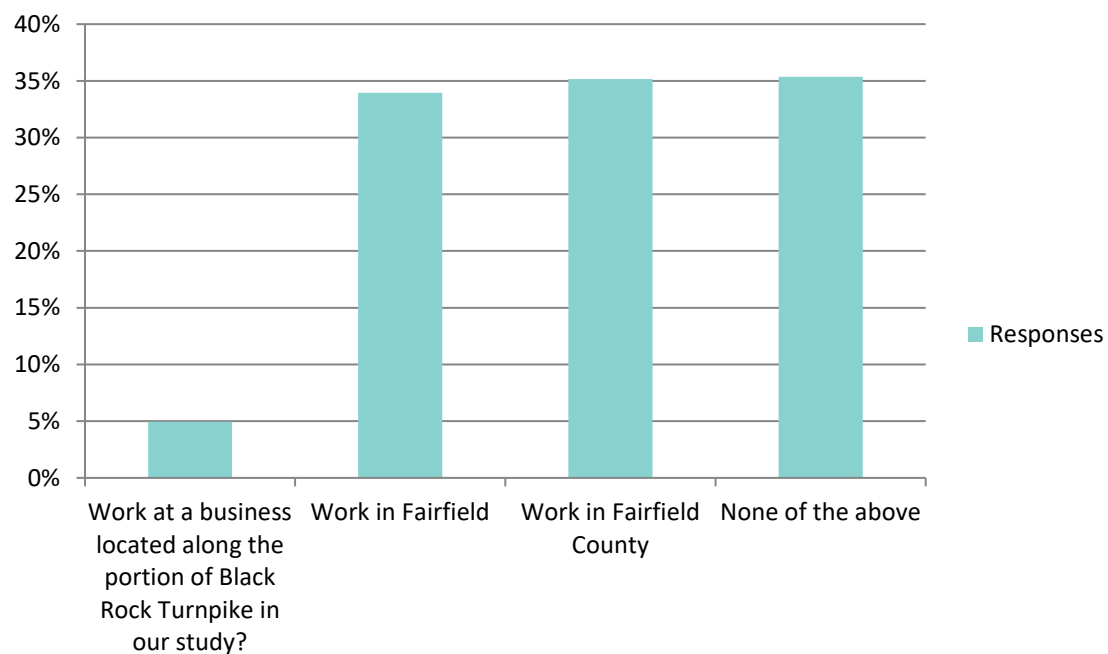
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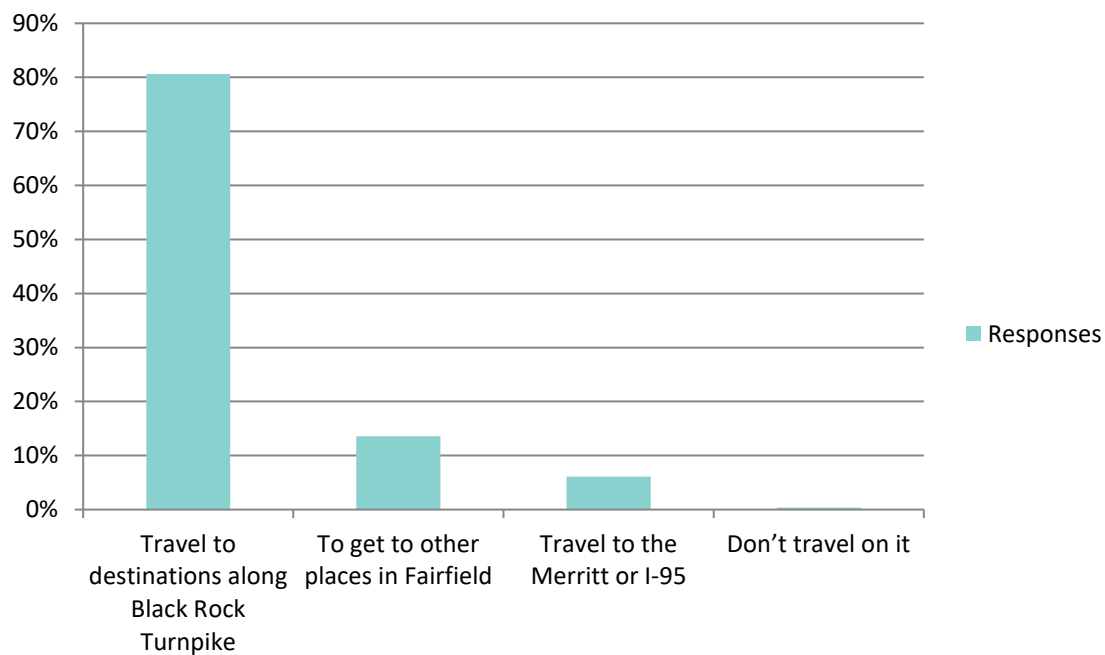
Do you...? (select all that apply)		
Answer Choices	Responses	
Live on or within a 5-minute walk of the Black Rock Turnpike?	42%	447
Live in Fairfield	65%	700
Live in Fairfield County	27%	288
None of the above	2%	20
Answered		1069
Skipped		0



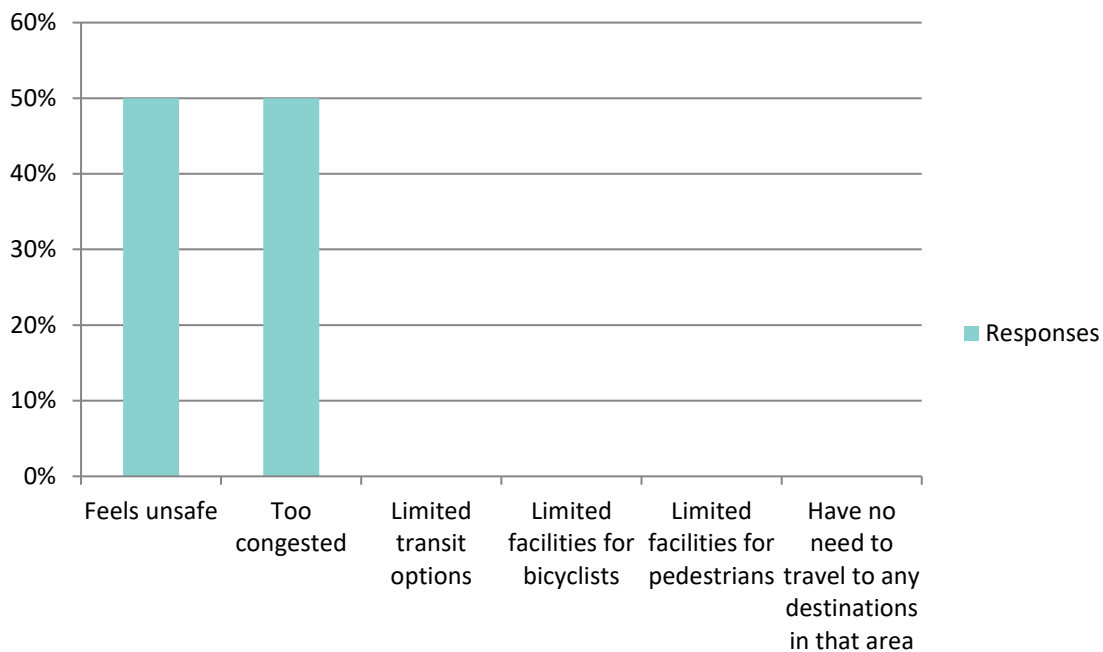
Do you...? (select all that apply)		
Answer Choices	Responses	
Work at a business located along the portion of Black Rock Turnpike in our study?	5%	53
Work in Fairfield	34%	363
Work in Fairfield County	35%	376
None of the above	35%	378
	Answered	1069
	Skipped	0



What is the most common reason you travel along Black Rock Turnpike?			
Answer Choices		Responses	
Travel to destinations along Black Rock Turnpike	81%	862	
To get to other places in Fairfield	14%	145	
Travel to the Merritt or I-95	6%	65	
Don't travel on it	0%	4	
Answered			1069
Skipped			0

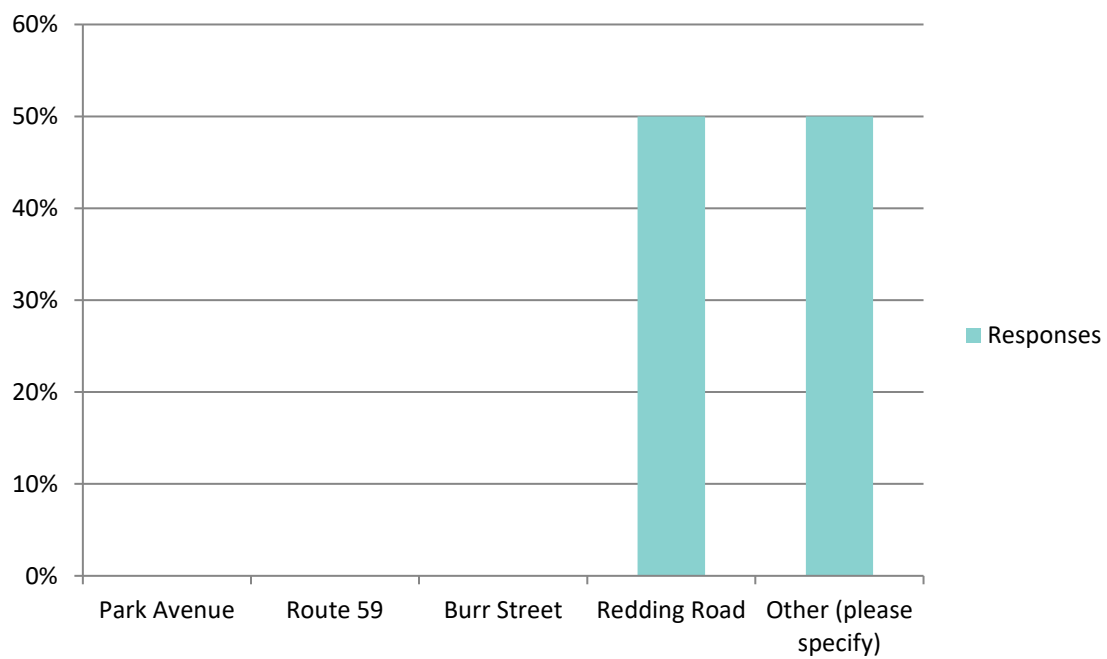


Why don't you travel along Black Rock Turnpike? (Select all that apply)		
Answer Choices	Responses	
Feels unsafe	50%	1
Too congested	50%	1
Limited transit options	0%	0
Limited facilities for bicyclists	0%	0
Limited facilities for pedestrians	0%	0
Have no need to travel to any destinations in that area	0%	0
	Answered	2
	Skipped	1067



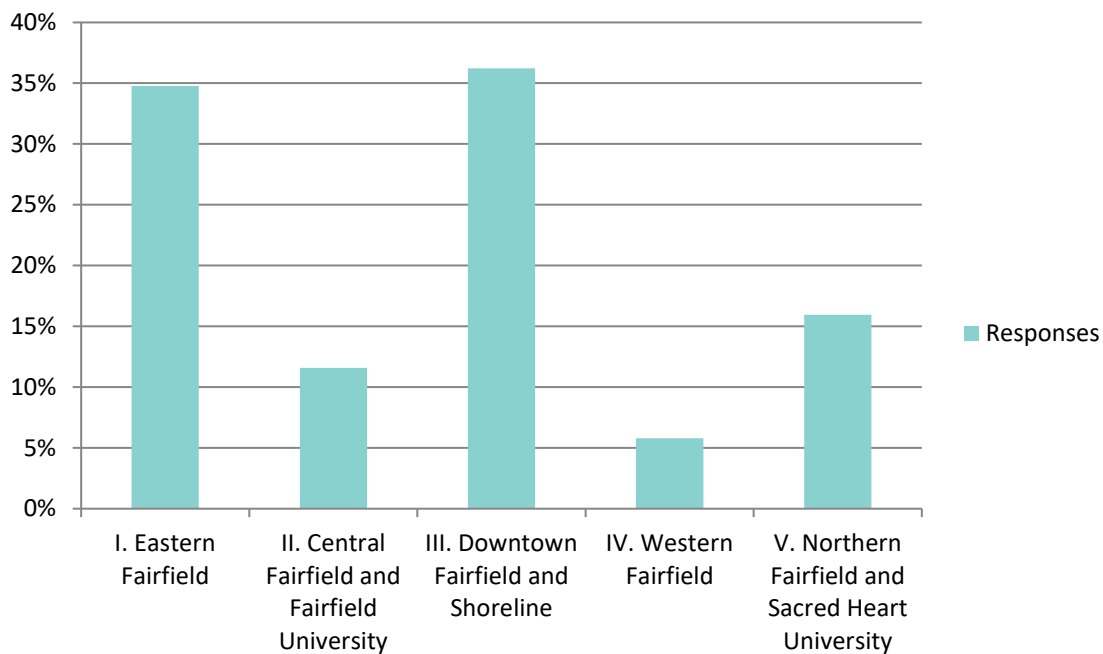
What north-south route do you travel on instead of the Black Rock Turnpike?		
Answer Choices	Responses	
Park Avenue	0%	0
Route 59	0%	0
Burr Street	0%	0
Redding Road	50%	1
Other (please specify)	50%	1
Answered		2
Skipped		1067

If Other, please specify:	I live on 3173 Black Rock Turnpike
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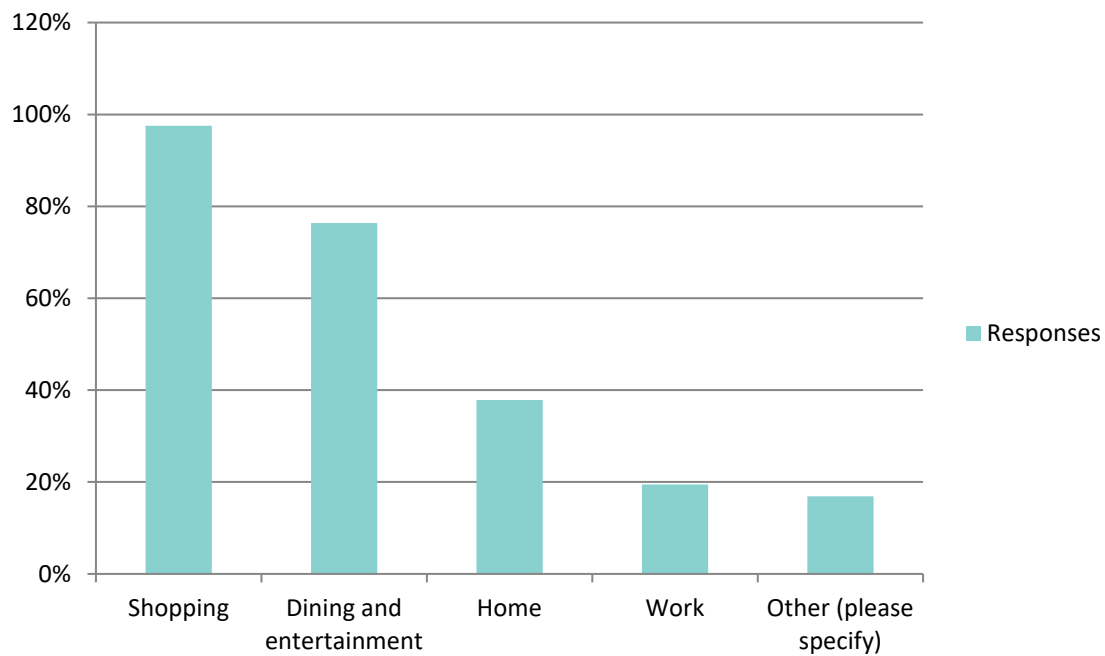


Choose the area you are traveling to when you use the Turnpike to travel to other locations in Fairfield.

Answer Choices	Responses	
I. Eastern Fairfield	35%	48
II. Central Fairfield and Fairfield University	12%	16
III. Downtown Fairfield and Shoreline	36%	50
IV. Western Fairfield	6%	8
V. Northern Fairfield and Sacred Heart University	16%	22
Answered		138
Skipped		931



Which types of destinations do you travel to along the Turnpike? (select all that apply)			
Answer Choices		Responses	
Shopping	98%		838
Dining and entertainment	76%		656
Home	38%		325
Work	19%		167
Other (please specify)	17%		145
Answered		859	
Skipped		210	



Which types of destinations do you travel to along the Turnpike? (select all that apply)

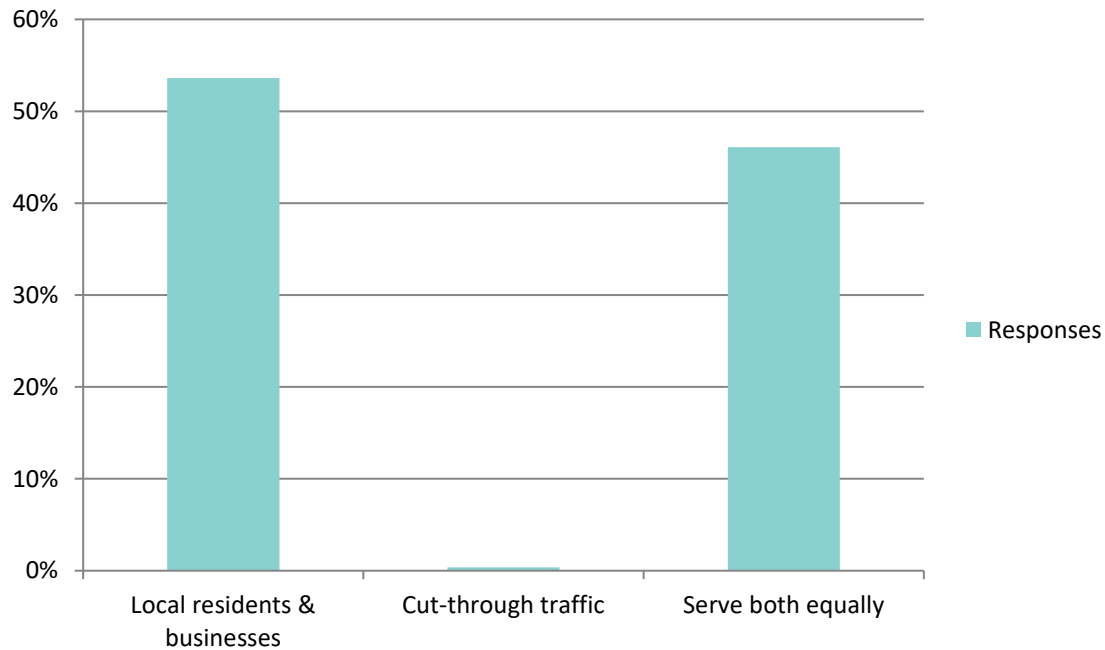
#	Other (please specify)
1	To get to the Merrit
2	banking
3	Hospital clinic
4	warde high school
5	medical doctors
6	to get to the Merritt Pkwy; to get to my daughter's house; to get to other destinations
7	schools
8	cemetery
9	wards high school
10	Doctors Office
11	Gym
12	To get to my children's schools (Fairfield Woods, Warde, previously Jennings)
13	Visit Family
14	Church
15	Kumon, Gas
16	Dr Appt
17	dry cleaners, hair dresser, take out
18	Dentist and medical
19	Medical offices, banks
20	all.
21	Doctor appointments
22	Church
23	Rehab Associates
24	school
25	Doctor appts
26	Non retail business, child's class
27	dentist, gas
28	pharmacy, gas station, banking
29	To and from Merritt parkway and the Turnpike
30	Banking
31	Doctors
32	Doctors
33	Planet Fitness
34	Shopping and to get other places in Fairfield from home or work
35	Family and clients.
36	Medical apps, pet grooming and needs, groceries, dentist, gym,
37	Doctors and Dentist appt
38	Kids schools and activities
39	medical
40	Doctors and other specialists
41	Clients

42	Medical
43	friends houses
44	Banking, Doctor
45	Cemetery on BICk Rock Tok.
46	Access to the Parkway...
47	Visit family (Stillson Road)
48	To 15
49	Cross it to get to work
50	Child's swim class
51	Gym
52	Medical
53	To Merrit Parkway
54	Services
55	Travel thru to get to other parts of town.
56	Doctor
57	The Clubhouse - baseball training
58	Previously would cross to visit Fairfield woods middle school
59	Medical appointments
60	Friends homes
61	get to library / schools
62	Medical appointments, haircuts, library
63	travel to relatives
64	Gas station, Quest diagnostics, Bank of America
65	to get from places in town to children's schools and library (OHS, FWMS and FW Library)
66	School, parks, highways
67	Medical offices
68	Merritt Parkway
69	Beauty Salon
70	Dentist office
71	Sports activities for kids
72	Black rock is a Viable major road to get to every place.
73	Child activities (soccer, swimming)
74	Doctor / Dentist appointments
75	soccer practice
76	Merritt entrance (since the previous question doesn't allow 2 answers)
77	Doctors and dentist
78	Doctors, Nails,
79	to go to and from the Merritt
80	Travel to McKinley Elementary School
81	Dry Cleaners, Gas, Doctors, banking
82	School
83	church
84	Bank
85	Kids lessons

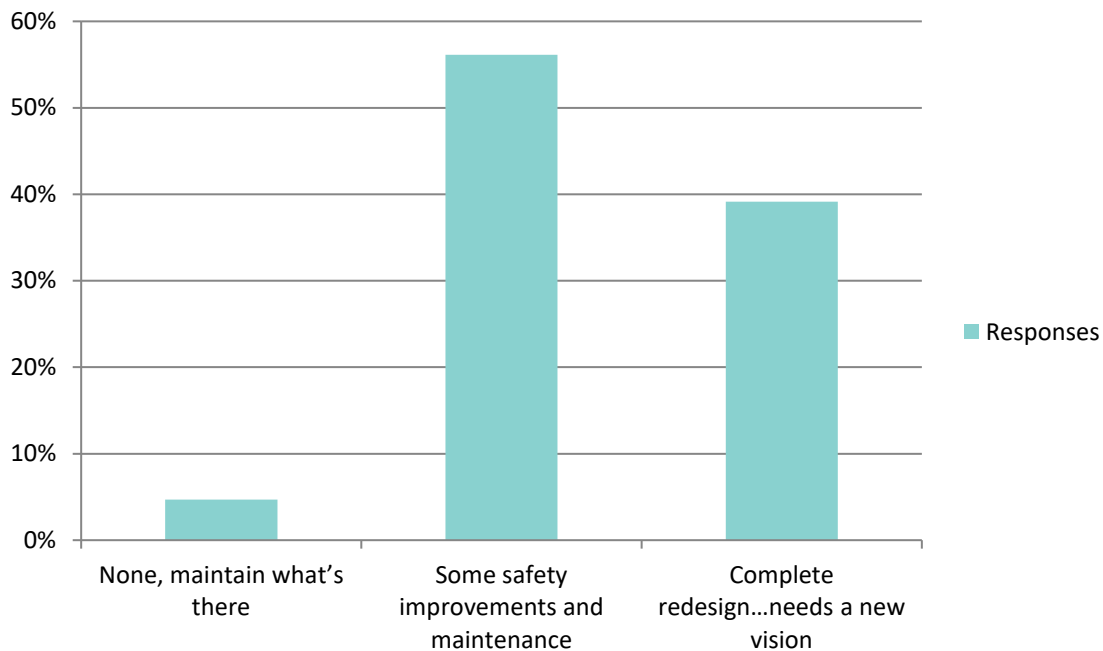
86	Medical/dental
87	After school activities for kids
88	dentist office: Dr. Rabinowitz. and Penny's Diner.
89	Visit my grandchildren and their mom and dad.
90	Use to get to other roads to work in another area
91	Live in 06825
92	Children's activities (Kung Fu) and library
93	recreation
94	banking and healthcare
95	Medical , financial and legal appointments
96	Kung Fu Studio; bank
97	Hairdresser
98	Doctors
99	Visiting family
100	Doctors offices
101	local gas locations
102	Dunkin Donuts/Duchess/McDonalds
103	visit family
104	Banking, doctors
105	Gym
106	Doctors
107	beautician/pharmacy/physical therapy/doctors/bank/gas station
108	medical (doctors and labs)
109	School
110	Doctor/dentist/banking
111	School
112	Services: salons, dry cleaning
113	Getting to warde high school
114	Gas station
115	children's school, doctors
116	Children's sporting events, school
117	all 3 of my kids schools
118	Friend's house
119	Banking, dry cleaners
120	Fairfield Woods Library
121	Professional services -- doctors, optometrists, hairdressers
122	Banks, beauty salons, hardware, florist and more
123	Doctor, Dentist, Gym
124	Shopping, dining, entertainment, and medical offices
125	Fairfield Warde High School, Branch Library, Athletic Fields (McKinley, Burroughs)
126	Also as a through road to Bullard Sq Cinemas and BJs
127	Fairfield Woods Middle School, Fairfield Woods Library
128	Clubhouse
129	to get to anywhere west of my house

130	To get to Ffld Woods Library
131	Karate; other extracurricular activities
132	travel to FWHS
133	And to the Merritt and 95
134	Kids Activities
135	Medical offices
136	doctors
137	To the Library; to friend's homes
138	School events
139	doctor's office, school, recreation/lake/hiking
140	stuff south of knapp's hwy like Staples, Rio Bravo, Black Rock Harbor
141	bank, pharmacy
142	bank
143	I walk my child to school.
144	back doctor
145	doctor's office

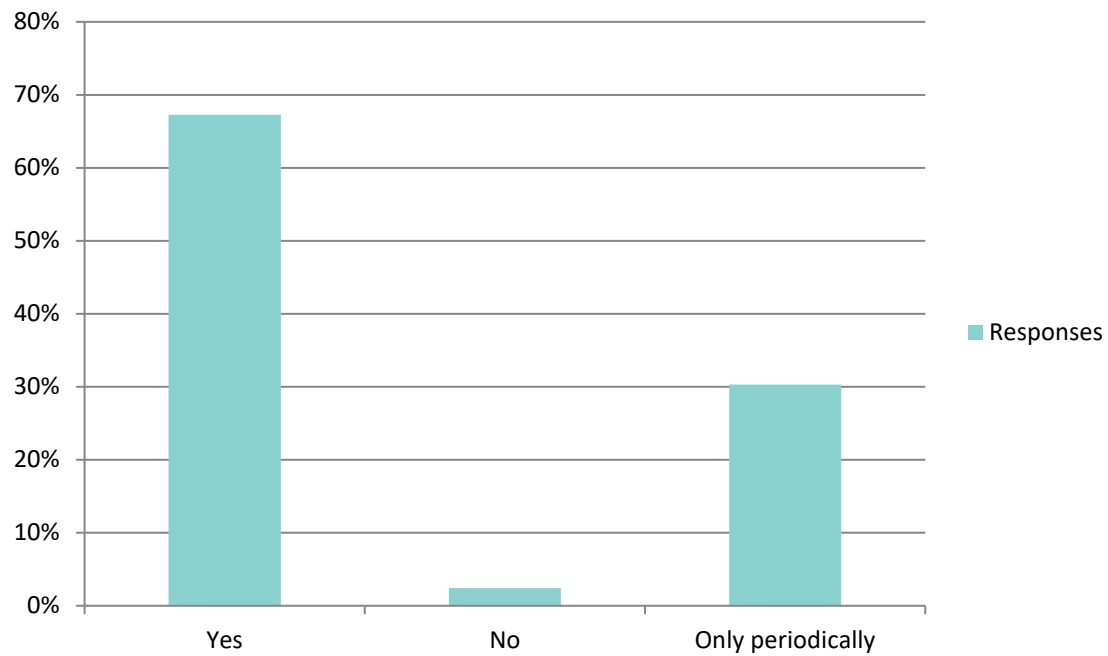
Who should the Black Rock Turnpike primarily serve?		
Answer Choices	Responses	
Local residents & businesses	54%	562
Cut-through traffic	0%	4
Serve both equally	46%	483
	Answered	1048
	Skipped	21



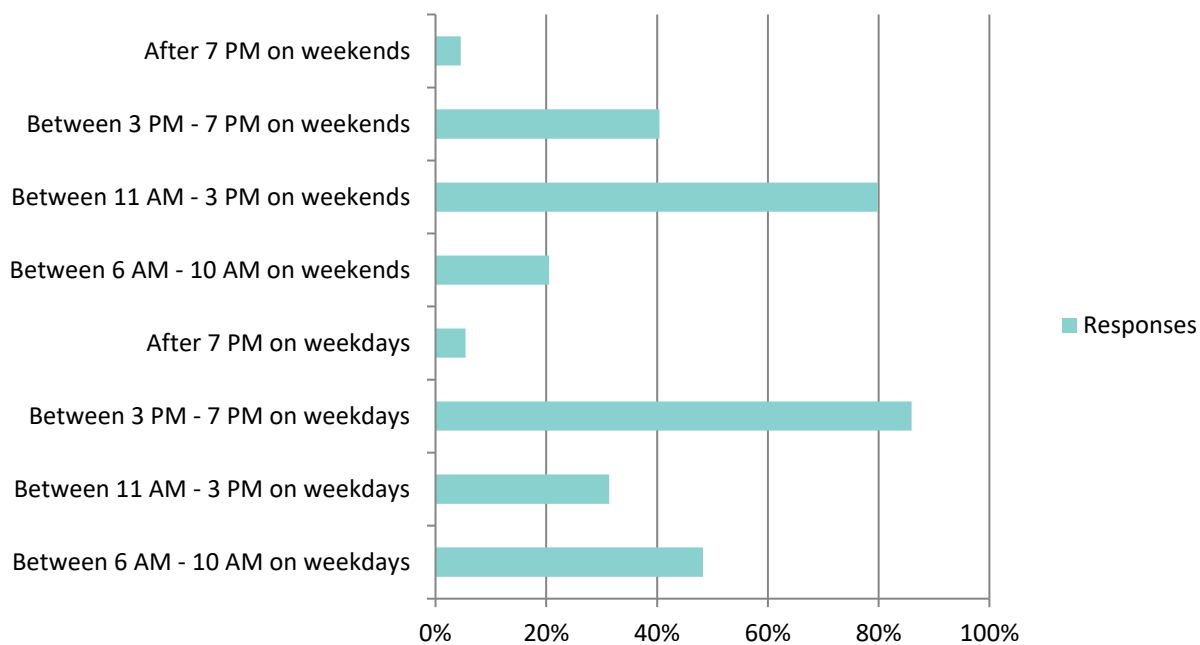
How much of an improvement do you think the Turnpike needs?		
Answer Choices	Responses	
None, maintain what's there	5%	49
Some safety improvements and maintenance	56%	585
Complete redesign....needs a new vision	39%	408
	Answered	1042
	Skipped	27



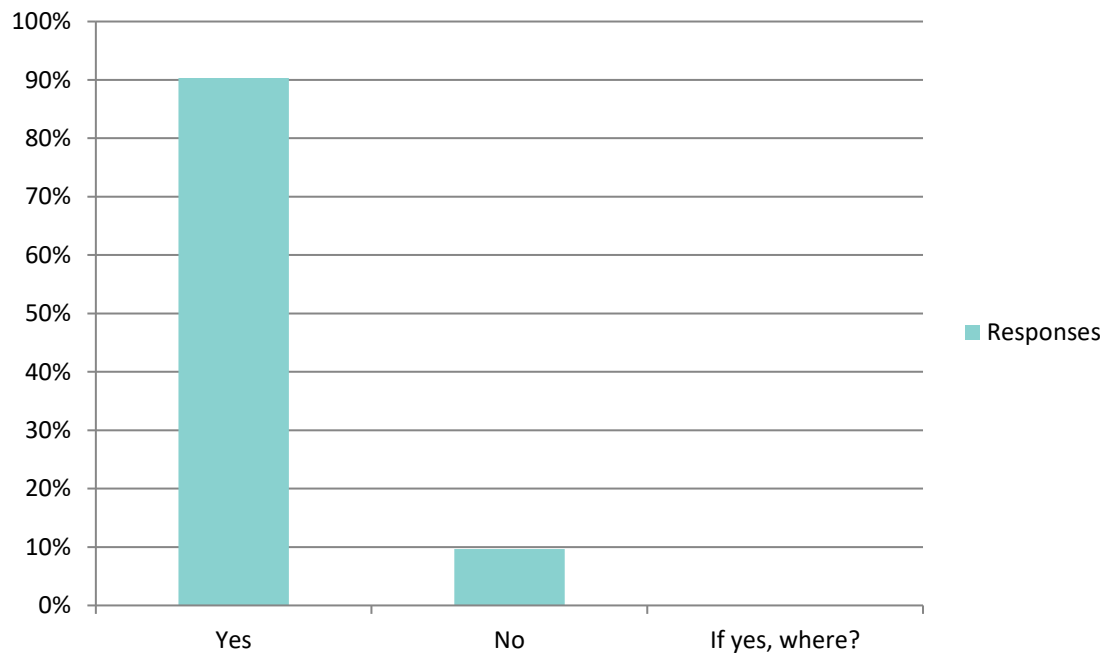
Do you think that traffic congestion is a problem along the Black Rock Turnpike?			
Answer Choices		Responses	
Yes	67%	701	
No	2%	25	
Only periodically	30%	316	
Answered			1042
Skipped			27



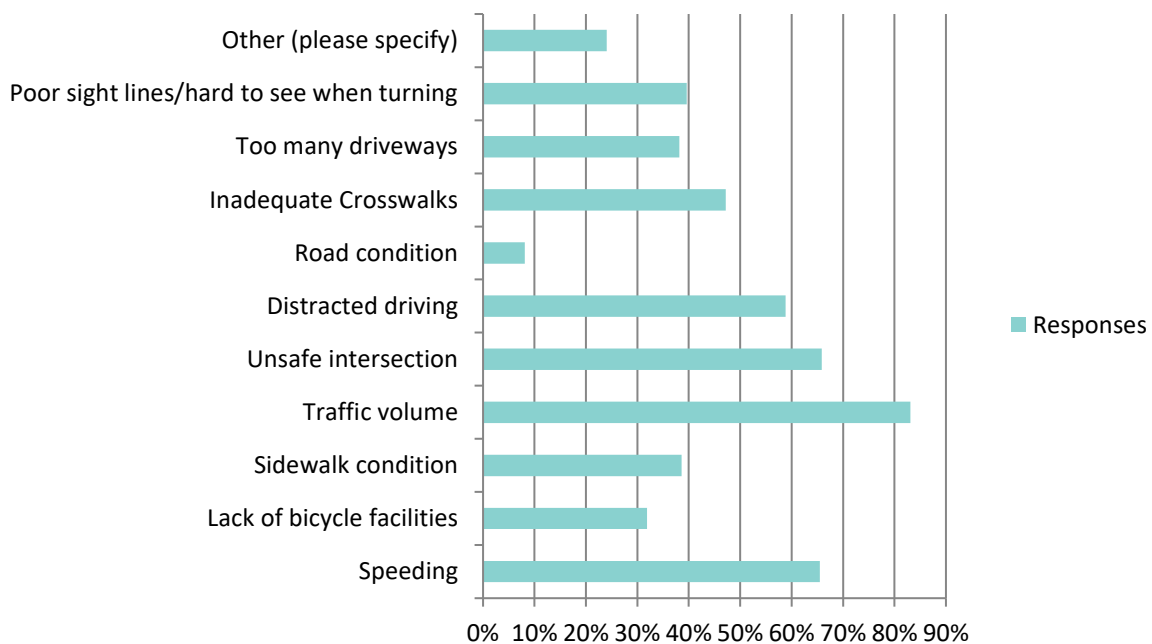
When do you think traffic congestion is a problem along the Turnpike? (select all that apply)			
Answer Choices		Responses	
Between 6 AM - 10 AM on weekdays	48%	488	
Between 11 AM - 3 PM on weekdays	31%	317	
Between 3 PM - 7 PM on weekdays	86%	869	
After 7 PM on weekdays	5%	55	
Between 6 AM - 10 AM on weekends	20%	207	
Between 11 AM - 3 PM on weekends	80%	807	
Between 3 PM - 7 PM on weekends	40%	409	
After 7 PM on weekends	5%	46	
Answered			1011
Skipped			58



Do you think safety is an issue along this corridor?		
Answer Choices	Responses	
Yes	90%	935
No	10%	100
If yes, where?	0%	0
	Answered	1035
	Skipped	34



What are your concerns regarding safety along the Turnpike? (select all that apply)		
Answer Choices	Responses	
Speeding	65%	612
Lack of bicycle facilities	32%	298
Sidewalk condition	39%	361
Traffic volume	83%	777
Unsafe intersection	66%	616
Distracted driving	59%	550
Road condition	8%	76
Inadequate Crosswalks	47%	441
Too many driveways	38%	357
Poor sight lines/hard to see when turning	40%	370
Other (please specify)	24%	225
Answered		935
Skipped		134



#	Other (please specify)
1	Not many designated turning lanes
2	Lack of sufficient traffic lights
3	People going thru red lights. Big problem
4	People going through red lights
5	not enough time for elders or kids to cross the turnpike
6	lack of left or right turn arrows. lack of jughandles
7	area by moritz place too many intersections
8	Every day I cross at Burroughs and brt, every day someone blows the red light. True story. Every day.
9	Poorly designed for left turns.
10	Lack of stop lights
11	Need of traffic lights at nonopoge rd
12	Too many sirens and emergency vehicles
13	Can be very difficult to make a left turn into streets or business driveways. I arrange my shopping to only take right turns.
14	Cars running through red lights
15	Should not be allowed to cross double yellow lines!!!!
16	Intersection with Rock Ridge
17	Current conditions as noted above are not conducive to safe bicycling along the route of Black Rock Turnpike up as far as Samp Mortar Drive. I cross BRT at intersection lights when there is no alternative and try to use neighborhood routes parallel to BRT whenever possible.
18	people making illegal turn into shop rite parking lot
19	traffic frequently stopped as cars try to cross lanes; drivers rushed to cross and making hazardous decisions
20	Danger to kids walking home from school. Should be a police officer
21	Lots of school children are walking along and crossing when school gets out; backups at Fairfield woods, stillson, knapps highway
22	Lack of dedicated turn lanes
23	There should be a dedicated left turn lane and the road should be widened. It's very hard to see coming out of the shopping center with no lights.
24	Need for left turn signal at Black Rock and Burroughs
25	A couple of arrows are at the end of the light and cause major traffic buildups since there is no designated turn lane
26	Poor timing on electronic traffic signals - esp @ Tahmore!
27	Lack of crosswalks and signage
28	running red lights, not adequate left turn arrows to entering driveways/parking lots. mulitple driveways/parking lots.
29	overdevelopment, not enough traffic lights, needs turn lanes and restrictions on left turns
30	no turning lanes for business on left side of road

The crosswalk lighted signs didn't work a month ago crossing at Stillson. Even though there are two lanes, cars do not yield to bicycles in one of the lanes but instead try to share the lane, which doesn't work as we get pushed to the side of the road

Cars exiting parking lots and attempting to cross lanes to turn left or right

State road vs. local road crime reported and unreported

Left turns are terrible. They can hold up a half mile section for a long time and people dangerously try to jump lanes

stop lights in all the wrong places. congestion, not enough left turn lanes

Turning across 3 lanes of traffic.

Should not permit left turns

intersection on black rock turnpike at fairfield woods rd is very dangerous! there should be turn arrows in both directions. can not see oncoming traffic when someone is turning left into shopping center and you are turning left onto fairfield woods rd from black rock trpk

the changes made at the intersection of BRT and Brookside were awful. Created more traffic issues and did nothing for the supposed bike and pedestrian improvements.

Lack of turn lanes like at CVS and too few traffic lights. Replace the light at Tahmore Dr with 4 way stop sign.

Lack of turning control into shopping

poor pedestrian walkways

too many left turns out of driveways at stores/centers

N

Aggressive drivers, difficulty making left turns out of some driveways without traffic lights

People turn in either direction and other drivers swerve to avoid a slowdown.

Not safe for walking

Turning vehicles

cars on BRT run the red light at BRT and Burroughs Road and not plowing intersections during the winter

There are too many trucks and speeding. some parts of road do not have sidewalk.

Truck should not allowed

needs more vendor to vendor rear access rather than road

upper BLKRK tpk

Pedestrian walk signs turn too quickly

busses interfere with traffic flow

roadway widens / narrows - should be a solid 4 lanes + center lane for turning traffic

Drivers running red lights or racing through yellow lights.

Desperately need traffic light from Old Navy shopping center

drivers accessing and exiting Starbucks, Old Navy and Panera parking areas create issues attempting to cross traffic; Trader Joes parking lot too small for all the business traffic; BR church traffic blocks private residences throughout service schedule

59 ridiculous center line painting near brookside

a center turning lane would help both with safety (problems caused by late or no turn
60 signal and quick stops) and traffic flow taking the turn-er out of the travel lane

61 left turn congestion/lack of turning lanes

left turns. eliminate left turns, add roundabouts at each end to allow people to circle
62 back for right turn in lieu of left turn. Left turns create significant safety factor.

Difficult to turn into several shopping centers. The Gap Plaza especially but also by
63 Primo Pizza.

64 Hard to enter B.R. Tpke from side streets

Stillson intersection backs up on stillson causes drivers to cut into other lanes and cut
65 around plazas that have an entrance on Stillson as well as BlackRock

66 not enough room for all volume...too few left turn lights and lanes

Also, on the section between Tunxis Hill and the exit 24 traffic circle, it is very hard to exit
67 onto BRT from the neighborhoods because of lack of lights and line of vision.

68 Running the red light at Tahmore Drive

Too many trucks which should be diverted down TH Cutoff, not allowed on the narrow,
69 winding Lower-BR Tpke

70 People not stopping for stop signs or lights before turning. light

Older drivers simply move into traffic to make left hand turns and expect everyone to
71 make way -- !

72 Parking lots not connected.

too many businesses emptying into black rk turnpike, no traffic lights to allow for this,
turning lanes needed. Shopping center across from Trader Joes difficult for left hand turn
have to go across traffic, trees near bank of america should be trimmed in order to see
traffic light at intersection, Black Rock Turnpike can not sustain the amount of
businesses built emptying into this road, drainage near congress st (North by the Hi
73 Ho)is very poor, pooling of water over road dangerous after storms

74 Senior Citizens crossing BRT have been killed there

Drivers darting out from the shopping strip malls expecting to get right out on the
75 turnpike without waiting!

76 Unsafe crossing for/ by school kids

77 Lack of left turn lanes at intersections.

I think business parking lots should flow into each other, this would prevent people from
78 going in and out of business ext to each other.

The lights, especially the left turn signals are not on long enough or not on at all. The
79 lights on Black Rock Turnpike should be on longer.

80 School bus traffic also north benson intersection

81 Allowing left turns from businesses with a light.

82 No left hand turn signals!!

83 People turning across the double yellow lines to get from one side to the other.

Scofflaws who ignore red lights and cross Turnpike even when light has already turned
84 red.

At the end near samp mortar where 2 lanes just become one with no warning. Relatively
85 new change and it's awful

86 Left turn signals are too short at BRT and Katona and BRT and Stillson

87 Left turns are difficult

88 no turn lanes

89 Needs alignment of driveways and signal between major shopping centers.

Red lights are too long on roads crossing over (North Benson, Burroughs and Jennings),
so traffic builds up and create dangerous crush to get through light. Especially frustrating
90 for parents trying to get to FWMS in the morning for drop-off.

Needs a traffic light for left turning out of old navy shopping center always an accident
91 and during Christmas it's worse

People running red lights selfishly only to stop a short distance ahead at the next light.
92 Also, speeding.

93 Lack of a middle left-turn lane

94 Left turns

95 relook at traffic light length and sequence

96 Aggressive lane changes

97 So much traffic getting in and out of store driveways

98 Lack of lights at key shopping center entrances, lack of a middle left turn lane.

99 Tough to turn where no lights, but not crazy

FWMS kids like to go to area after school and we need a traffic light for trader joes and
100 old navy plaza

101 PEOPLE WHO DO NOT KNOW HOW TO DRIVE

Suicide lane needed for drivers turning left into businesses or for safely entering the
102 turnpike from a business

103 The new merge near country cow is nonsensical

104 Lack of left turn lanes.

105 Need a light at the Gap parking lot

106 Turning out of certain shopping centers

107 Much too dangerous for middle school children to be walking to and from school

108 General enforcement of traffic laws

109 Cars crossing 3 lanes of traffic to get into parking lots

Sidewalk gaps on feeder roads to Black Rock Turnpike (Brookside Drive and Fairfield
110 Woods Road)

111 Lanes are too narrow

Separate left hand turning lanes are required i.e. Fairfield woods road ;Rock ridge rd and
112 into ALL shopping areas.

Without lights/stop signs at shopping center driveways, people often pull unsafely into
113 traffic

114 Insufficient left turn signals and lanes

115 Short turn lights

116 Fairfield police should visibly and frequently enforce speed limit.

I wish there were a center turning lane. Cars that stop to make a left turn when there is
117 not left turning lane pose the greatest risk for an accident.

Inability to go from one shopping center to the next without getting back on the turnpike.
118 Crossing traffic lanes without lights out of many driveways.

119 Not enough public transportation

120 Cars parking at corner of Judd St and Black Rock stores can't see cars coming

121 can't get out of parking lots with traffic coming in both directions

Old Navy exit and People making a left on to BRT. Trader Joe's parking lot. People
122 making a left into Dutches and the Coldness stone Shoppibg plaza. left on

123 Turning left across traffic. Trying to leave Panera and take a left.

124 No lanes designated for cars turning into commercial parking lots

125 Left turns

126 Left turns slow traffic flow

127 Crossing lanes to either pull out or into parking lots/plaza

128 turn lanes for bigger problem spots (i.e. Old Navy entrance/exit)

129 Needs turning lane

130 no turn lanes

Intersection of BRT and Fairfield Woods Rd. needs a delayed light for both north and
131 southbound traffic.

132 high-traffic driveways at Old Navy and Trader Joe's with no traffic lights

133 not enough turning lanes into shopping centers

134 Too Many People In Too Small A Space.

it may help to have a center, left turning lane only. it seems like i take smaller roads
around there just to avoid left turns on the main road, or getting caught behind someone
135 who is trying to make a left turn and has to wait a long time, which backs up traffic.

Getting out of the Old Navy or Trader Joe parking lots if you want to turn left onto Black
136 Rock Turnpike

137 People runing red lights - especially at the Burroughs Road intersection!

138 left hand turns is major problem/see Rte 9 Framingham Ma

Not enough traffic lights to enable safe crossing by pedestrians. I am always frightened
when I cross with my grandchild in a carriage. From Tunnxis Hill down, cars up their
139 speed southward to the next traffic light practically a mile away.

difficult to safely enter traffic from parking lots without traffic signals; difficult to turn into
140 parking lots without traffic signals

141 turning left into shopping areas creates back ups

142 Moving from one location to another required entering and exiting Black Rock Tpke.

Drivers turning right-on-red onto stillson at the Mobil station don't stop or slow down, they
143 turn like the light is green

144 Frequent sudden stops for turning traffic; high volume of trucks often speeding

the new church has completely disrupted traffic. They need to redo their exit ramp going
towards blackrock and as far as turning to go to the meritt they need to wait their turn Vs

145 having officers holding up everyone esle

146 the redesign at the samp mortar intersection made it confusing, congested, and less safe

147 Illegal signage.. Extremely dangerous Tahmore Road and Black Rock INTERSECTION.

148 Height of curb cuts entering parking lots

149 All of the above...

Illegal signage everywhere.. People constantly running RED lights ESPECIALLY AT THE BLACK ROCK TAHMORE INTERSECTION. TOO MANY ENTRIES AND EXITS in the commercial areas.

Needs to be a light at the shopping center with Donut Inn, UPS. Impossible to make a left turn on Black Rock. Very dangerous.

examine pedestrian safety at corner of BRT and Burroughs Road since senior citizens have been hit by cars here bcs they live in housing at BRT

153 congestion

154 Too many lights creates congestion, long waits on side streets

155 Traffic backup north of Tahmore Dr.

156 Slow turns/getting cut off

157 I would never ride a bike on Black Rock!

158 Lots of distracted driving very dangerous for bikes and walking

159 there are no sidewalks

more left turn lights, crosswalks lights do not block cars from left turns, light by the Brookside intersection was better before, so much traffic on weekends taking left turns that have to wait in one single line with these going streight

161 No dedicated left turn lanes

162 Not enough dedicated left turn areas,

extremely unfriendly to pedestrians; cannot safely park in one plaza and shop at multiple stores in separate plazas; far too many curb cuts; walking on sidewalks does not feel safe- too narrow, too many curb cuts, speeding traffic, need street trees for canopy, shade, scale, traffic calming

164 Poor signage of how to enter businesses

165 Left turns into parking lots cause traffic backups

Too many business entrances due to parking and property borders. Bad planning from zoning

The redesign at Samp Mortar intersection has been partially corrected. Now we have two lanes again heading into the business section. But the other side heading towards Merritt Parkway is poorly designed and dangerous. It should be returned to two lanes as you approach the light. The current approach is DANGEROUS.

BRT needs to be revamped on a New Urbanist model. The program should transcend street design to include zoning and mixed use development.

169 ZERO traffic control by law enforcement

too many left hand turns into shopping areas. not enough left turn signals at some of the intersections into the shopping areas. I.E. going north on RT58 no left signal arrow into Shop Rite complex but their is one coming southbound into CVS shopping area.

The parking lots of the business along Black Rock TPKE are poorly designed and have too many designated parking spaces in such a relatively small area, all of which
171 contributes to unsafe conditions for all regardless of mode of transportation.

172 frequently cars going through yellow to red lights

173 left hand turns are dangerous

174 left turns into businesses without left turn lanes

175 NOT user- friendly to pedestrians

176 most places with NO sidewalks

177 Worried about the amount of kids trying to cross after school with poor drivers!

178 Too many driveways

No turning lanes at fflld woods RD, in/out of plazas, speeding at pedestrian crossings esp

179 Tahmore and stillson

180 Timing of lights to take left onto brt

181 Proposed nursing home at the corner of Black Rock and stillson

182 Speeders and people generally driving badly!

sidewalk condition where not maintained and trimmed, south of Tahmore, North of Samp
183 Mortar Rd

184 Complete lack of safety for pedestrians and bicycles

185 Sequence of traffic lights

186 some areas need additional sidewalks.existing is fine

Poorly timed traffic lights, too short of a green light at Stilson Rd intersection. The cars traveling on Stilson Rd, in both directions, are not given adequate time to pass through a green light. This causes a huge traffic back up and causes many drivers to run the red

187 light, creating unsafe driving conditions.

Lack of contiguous sidewalks from Lake Hills area south to shopping areas on Black Rock. We live less than a mi from Trader Joe's but impossible to walk along BRT to get
188 there! Sidewalks disappear, overgrown brush, non-existent in sections.

189 Failure of police to do their job and enforce our traffic laws

190 Dangerous crossing by car or walking without light

191 Not enough time to cross street/cars making right turns

Older drivers (ages 60-90) -- often simply pull into traffic lanes to make a left hand turn, nmost likely becuase it takes so long to wait for a pause in traffic. They routinely stop traffic flow and create hazards for themselves, and the crazy people who try to go around
192 them.

Too many stores. The road should never have been so developed, but now we are
193 stuck.

194 Needs center turn lane

195 Lack of sidewalks in some areas; the lane shift down to one then back to two by the citgo

196 Drivers who don't obey basic traffic laws. Handing out tickets would help

197 Little control of turninf in and out of parking lots esp. GAP etc.

198 Lack of turning lanes

During peak times, it can be very hard to turn left into shopping areas, particularly the Old Navy plaza. My son was in a car accident where the other driver turned left into the Shell/Primo entrance and he hit her - she was in a rush and didn't see my son coming straight on the right side of a truck also waiting to turn left by Swanson's. People get impatient due to the high volume and make poor, unsafe decisions. Although there it is already frustrating to drive along the BRTpk, I think putting one light to access Old Navy and the Trader Joe's lots would likely improve safety even though it would slow traffic

199 flow.

200 Absence of left turning lanes except at Stilson Rd

most dangerous intersection: Burroughs/Black Road - witness multiple times a day every day, people blatantly blowing through RED lights....not yellow RED. Should have

201 permanent police presence there to stop this activity.

202 No bike infrastructure, aggressive drivers

need more traffic lights/turn arrows at shopping destinations like Old Navy, Cleopatra

203 Nails and Shoprite

204 It is very dangerous for students walking home from FWMS

205 It'd be good to go from pkg. lot to pkg. lot, but people speed in them too.

No turn lanes, which causes other drivers to weave in and out of lanes to get around

206 turning cars

207 I

208 desperately need a light with a walk signal at Tahmore

General congestion, especially at the Gap shopping center and especially during the

209 winter holidays.

210 too many people turning left AND right every 5 feet

The most prevalent safety issue is the failure of many drivers to stop for a red light at the intersection of BRT and Burroughs, as well as at the intersection of BRT and Stillson. A green arrow is needed at the Burroughs/BRT light. There should be more of an effort to

211 ticket drivers failing to stop for red lights.

212 running lights and no left turn signals

213 lack of sidewalks

214 school children crossing/ no policeman

215 Dedicated pedestrian crossings needed throughout

no turn lanes into most businesses and to many drivers cutting off drives due to driver in

216 front of them turning into a business.

217 There need to be crosswalks at parking lot exits such as at GAP

218 traffic should not be able to cross over double yellow during peak hours

219 Poorly parked cars and trucks unloading and loading

The redesign at the intersection of Brookside was poorly done. There are too many cars that turn left at the intersection (heading N on BRT) - and the redesign to make it one lane and then have the turn lane makes the road a mess. I've heard the explanation that

220 it was done for pedestrian/bikes but it does not seem to achieve that goal either.

221 All traffic lights should have turn arrows both directions.

Drivers are not cautious and can care less about pedestrians even when they use crosswalks. There should be crosswalks with flashing lights to bring attention to the

222 pedestrians using them and a fine for drivers who can't comply.

223 Dangerous ESP Stillson and Black Rock tpk too much volume

Their should be a crosswalk between the intersection of Judd St and Black Rock and the
224 plaza with Chip's and the soccer place

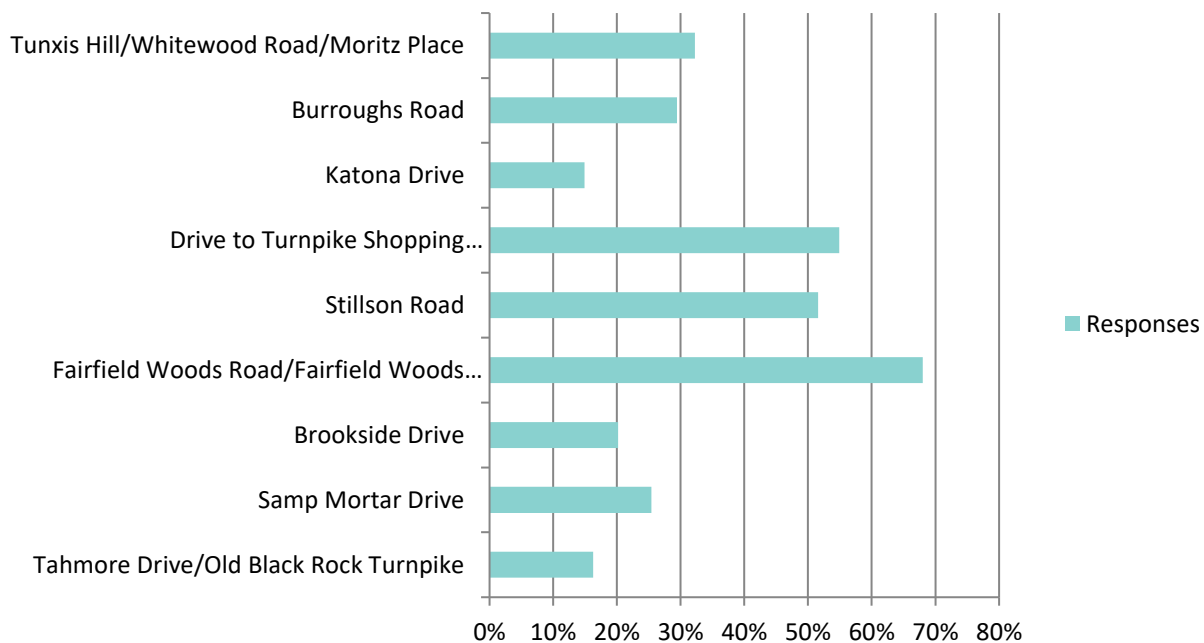
Need unmarked police cars- people come off the merritt and I-95 and think they are still
on a highway. Hit them in the pocketbook, with fines-then they'll slow down. Reduce

225 speeding-power new speed limit signs

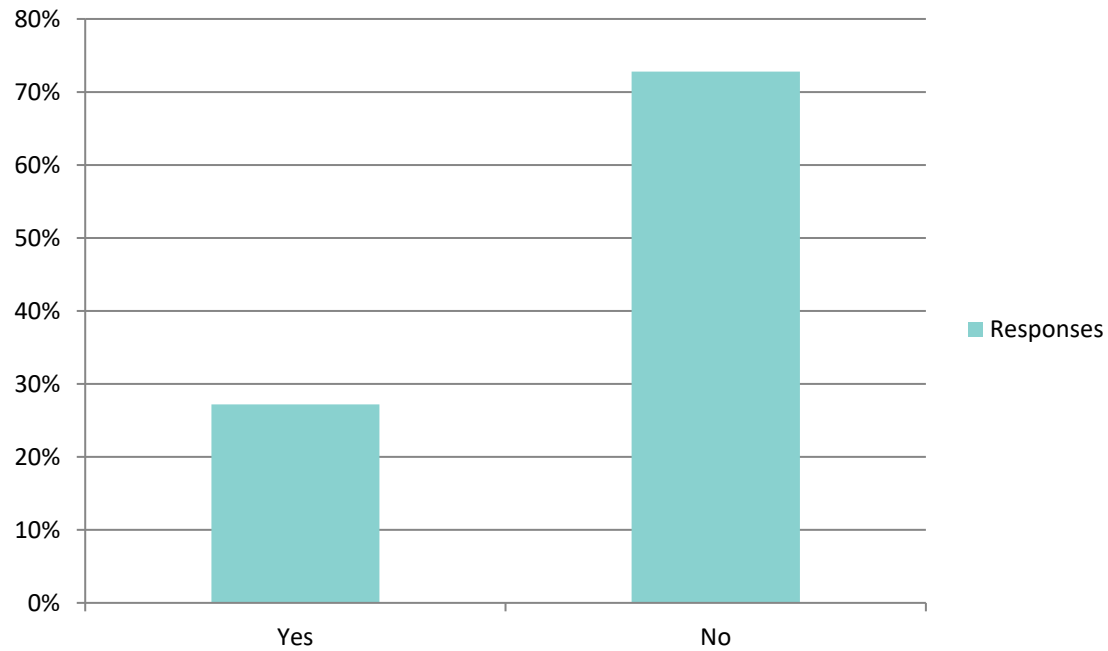
226 Burroughs rd and Black Rock Tpk

227 Cut thru traffic candlewood rd, no thoughts of walkers or children

Which signalized intersections do you think are in need of improvements? (select all that apply)		
Answer Choices	Responses	
Tahmore Drive/Old Black Rock Turnpike	16%	166
Samp Mortar Drive	25%	259
Brookside Drive	20%	206
Fairfield Woods Road/Fairfield Woods Shopping Center	68%	694
Stillson Road	52%	526
Drive to Turnpike Shopping Center/People's Bank	55%	560
Katona Drive	15%	152
Burroughs Road	29%	300
Tunxis Hill/Whitewood Road/Moritz Place	32%	329
	Answered	1020
	Skipped	49



Do you walk along Black Rock Turnpike?		
Answer Choices		Responses
Yes	27%	274
No	73%	733
If no, why not? (optional)		434
Answered		1007
Skipped		62



Do you walk along Black Rock Turnpike?

#	If no, why not? (optional)
1	Too dangerous with the kids
2	Not walker friendly
3	Too crazy
4	It feels unsafe
5	It's not safe tho, to walk parking lots safer
6	Feels like a highway- there needs to be a light by the gap shopping center and Trader Joe's entrances need to be reconfigured
7	Don't live near
8	Too dangerous, too congested
9	Because you take your life in your hands if you do.
10	It's not a pleasant place to walk. It would be like walking along a highway.
11	I've heard of individuals being hit and didn't feel it was safe.
12	Don't feel safe walking along with family
13	But much less than I would like as pedestrian crossing is so dangerous so get nervous with kids.
14	Would like to at lunchtime while at work, but too congested!
15	i do but it is hazardous
16	no safe connection to brookside\mtn laurel neighborhood where I live
17	Doesn't appeal to me. I would rather walk along back roads
18	I do so rarely.
19	I am afraid I will be run over
20	Safety
21	too dangerous!
22	It would be suicidal
23	No need to.
24	Do not feel safe. Too many roads and intersections to cross.
25	It's much too dangerous!
26	too much traffic
27	I drive from one shopping center to others
28	unsafe
29	Don't feel safe
30	to many cars
31	No sidewalks in many places, too many cars speeding
32	no need
33	needs to be sidewalk/bike path on samp mortar connecting black rock and brookside! we'd be comfortable walking/biking to black rock area from our min laurel neighborhood
34	I either travel on bicycle or vehicle when on or crossing BRT
35	too far from my home to walk there; shops spaced too far apart to walk for errands
36	To much traffic and parts have no sidewalks.
37	Not convenient but lots of children and teens do
38	Not really a walkable town center like the Post Road side of town

Seems like an unpleasant option with a toddler. And this coming from someone who has
39 always lived without a car before moving to Fairfield.

40 Drive car to store

41 dont live near enough

42 Too busy, not a nice walk, side walks are terrible

Unlike downtown, it's not intended for foot traffic. Parking lots in front of shopping center
43 make them uninviting to pedestrians. Heavy traffic makes it scary to cross the street.

44 Too dangerous

45 Too busy, not safe, not attractive place to walk

46 Seems extremely dangerous .

47 Cars drive too fast

48 never occured to me. It's not a place where you want to linger.

But I rarely walk there. Traffic speed and volumes are my major concerns, at most times of
49 the day.

50 no need

51 too much traffic

52 No reason to walk

53 too dangerous

54 Wouldn't risk it, too dangerous

55 not appealing

56 usually driving, sometimes running

57 No need to.

58 Not safe

59 Too busy

60 Way too busy with traffic

61 always in car

62 Sometimes but try not to

63 Too much congestion/traffic. Due to safety of myself and children

64 Not walking distance from my home

65 no sidewalks

66 too dangerous and live too far away.

67 Have to drive to area and lack of connection

68 Do t live there and its,dangerous.

69 Would do more of it if sidewalks were on both sides oh the road

70 shops too far apart; crossing street dangerous

71 not safe, not enough sidewalks/crosswalks

72 Ugly, uninviting, dangerous for pedestrians

73 Bad sidewalks and too much traffic

74 don't live in the area

75 But not often. Mostly teens and kids

76 Would love to walk but there is no safe continuous pedestrian walk

77 too much traffic

78 Only go to shop, get what I need and leave.

79 I park my car n travel to nearby stores

80 Scared !!!

81 Sidewalks aren't too good and crossing is tough

82 Poor sidewalks and crosswalks

83 I usually drive

84 It's not really set up to walk on and I don't have any reason to. I drive to a store and get out.

85 No need

86 I live too far away to walk there and only use it for walking up in the reservoir area.

87 it's a commercial corridor, not suitable for walking.

Distance between stores is not conducive; too many driveways in and out of every shopping
88 area - too dangerous to walk

89 I don't feel safe

90 It is not safe w too many driveways

91 unsafe, unpleasant, sidewalks are poorly connected to stores

Don't live that close but also don't think there is anything along the Turnpike that motivates
92 me to want to walk. it.

93 It's designed for cars too dangerous

94 Too much traffic at high speed

95 I'm not stupid!

96 Not conducive to walking."

97 no need.

98 No real reason to do so. Not pedestrian friendly.

99 Live too far to need to walk

100 always drive & park at destination

101 always in my car

102 Too far from work place.

103 no need & unsafe

104 have a car

105 Poor sidewalks

I would never feel safe doing so. Unlike the Post Rd, the few crosswalks are inadequate and
106 the sidewalks are too narrow (and only really on one side of the street)

107 I would just move my car from lot to lot if necessary

There is not a good place to park to walk. All stores that I would need to go to are in different
108 plazas (Gap, Trader Joes, CVS, etc.)

109 the speed of the traffic, congestion, unpleasant visual

110 Too many curb cuts.

111 Speeding is a risk

Not all the time but I have from a friends house of Katona to different plazas past Shop Rite
112 and it was difficult getting to some of them

113 too much traffic

114 high traffic, no sidewalk

I typically drive. Concerns for family members and other pedestrians who need to cross the street or walked it feels very unsafe.

I would never feel safe from the Merritt to shopping area

Speeding, no sidewalks leading to turnpike, difficult/absent crosswalks

I try to avoid BRT at all costs

Unsafe

Dangerous

I prefer to drive.

I don't walk much

Too dangerous

No need

Usually I am shopping and need my car

Not easily traveled by sidewalk

no need to

Not a fun place to walk... street too busy

No sidewalk near where I live. Even if there were it is not a pleasant place to walk.

I don't live close enough to walk it, but I drive it almost every day.

to far from my house. Tree is blocking light on Fairfield woods road onto Black Rock tpke causing possible accidents

Too far from my house

Crossing Black Rock is a pain.

I usually drive my car.

I drive

Inconvenient to travel along the turnpike by walking.

It is not as pleasant to walk around, not like our downtown area. There aren't a lot of smaller shops and places to catch a bite.

no thanks

Inconvenient and dangerous crosswalks

No need to. Don't live in town so access destinations by car.

I usually drive on route home from work. My kids walk and bike on Black Rock.

Poor footpaths.

Generally know as we don't live close enough to do this easily.

Too many cars

Too congested

Only occasionally. Too much speeding/distracted driving. I'm afraid a car is going to hop the sidewalk and hit me.

Do not live close by. Shopping centers huge parking lots no safe walking in lots

Too dangerous

Too busy for a baby stroller.

Don't think to very often. I need my car to get there. Occasionally I park and walk to several establishments

Say, I do walk across between the Gap and Trader Joe's where I typically use the crosswalk at stilson. Will lack of sidewalks in that area is a concern

Not safe

153 Safety concerns

154 Driving seems more practical to get to place to place.

I am a distance runner and it would helpful to run on it, but it is not safe unless I run early.

155 Too many cars and people not looking. Sidewalks are too close to the road.

156 Too far to walk from home and not pretty area to drive to for a walk

Stores are not very close together. Has a highway feel.. volumes of traffic and parking lots

157 are busy

158 It's too busy

159 No need

160 Drive from Stratfield, and could never cross that road if I walked anyway.

161 Too busy

very few options to cross the street, pedestrian sidewalks are not very inviting, the distance from the crosswalk to stores is a long walk because of the massive parking lots, ie: shoprite

162 plaza,

163 Too busy

164 too dangerous, especially intersections and commercial driveways

165 I park in a lot and shop, travel to next lot and shop.

166 not enough crosswalks to ensure safe walking across the street

167 People drive too fast it's scary

I am a walker;however, I find sidewalk conditions are in need of improvement. There are several areas (BRT & FFLD WDS) where the bushes and shrubs need to be cut back and

168 expose the walkway.

169 It is unsafe.

170 I would be terrified!

171 Way too busy

172 Feels safer/easier to drive

173 Too many driveways cars are not looking for people

174 I drive to destinations. It's not conducive to walking

175 It's. It's inviting to walk from store to store, everything is setup for driving

Not set up like downtown Fairfield which encourages people to park in a location and walk to

176 several different locations. Black rock is set up to drive to each location.

Too unsafe, not a "pedestrian culture". I drive from Billy's Bakery to CVS or People's

177 because it doesn't feel walkable.

178 I drive to and park near the store I'm going to. I live a 7 minute drive away.

179 Always drive there.

180 No need to.

181 Way too unfriendly for pedestrians

182 Too dangerous. Not enough continual sidewalks

183 Distance and lack of sidewalk from my home to the turnpike

184 sometimes

185 Not pleasant in any way, shape, or form.

186 No need

187 have a car

188 Because I drive there to get things done.

189	It's not designed for walking.
190	Because I drive!
191	No need, too many cars
192	Not safe
193	Not safe
194	Way too unsafe, bad sidewalks
195	Not close enough to my house
196	I do walk, but would feel safer if the sidewalks and crosswalks were improved.
197	It's not safe crossing the driveways or roads
198	Too much traffic and too many driveways
199	I live too far from Black Rock Tpke so I drive there
200	Too dangerous
201	Doesn't seem very safe
202	No sidewalks?
203	Too many cars so not a pleasant scenic walk and large streets to cross.
204	Too dangerous
205	Too congested and loud and busy
206	Road is too busy and difficult to cross
207	Not appealing
208	Very unsafe!!!!
209	I think because the road is so wide it's hard to safely cross with children.
210	No reason to
211	I try at times, but as you know, B RTP is not pedestrian-friendly.
212	Too dangerous with all the traffic and speeding
213	No reason to
214	Too hard to cross the street (unsafe)
215	Primary use car to shop but no easy access into shopping area. Need left turn lanes
216	It would be a highly unpleasant walk, too much traffic, drivers not respectful of pedestrians
217	The shopping/dining destinations are not easily accessed from one another. Plus, it seems inappropriate to leave a car parked in one shopping center when you are no longer shopping there.
218	Too much traffic, don't feel safe. Too many distracted drivers especially at parking lots.
219	Unsafe / not enough sidewalks
220	It's not pedestrian friendly
221	no reason to
222	Too dangerous, most of the time I have my kids in stroller while walking.
223	it's not close to my house, but would consider it if it was within walking distance.
224	Too busy
225	I used to do my recreational walking but don't trust the speed of the cars now.
226	too busy and i worry for my safety
227	Have walked to Panera - too many cars, going too fast

Not safe especially when walking with my kids in a stroller.....people pull out blindly from
228 parking lots

229 don't feel safe

It's not a walking community. The traffic and shopping centers are too far away. This is
where the redesign could come in handy. Parking lots should be in the back. The stores
230 along the road.

231 Too dangerous!!!!

232 Sidewalks not safe enough for my kids. Traffic is too fast.

233 Not enough crosswalks

I live about 5 min away on Woodridge Ave. I will walk occasionally but don't feel particularly
234 safe as through traffic goes way too fast with too many driveways and cars turning

235 Too Dangerous

236 Do most of my business along BRT by car

237 Tough/dangerous to cross at Shop-Rite light

238 I park where I need to shop

239 Prefer to drive

240 Are you crazy? Too dangerous

241 Too much traffic

242 Seems unsafe

243 Need better, safer options to cross street

244 Not pedestrian friendly.

245 Not enough safe crosswalks

246 Dangerous

247 Too much congestion

Too crazy! With lack of lane movement for "pass through" traffic, it is not safe. There should
248 be a middle lane at least for all turning traffic to keep flow going.

249 Too dangerous to walk from my house to Blackrock Turnpike

250 Doesn't feel safe

251 But my kids do after school.

252 Im afraid I wouldn't survive it

I live in Manhattan, but have family & friends in Fairfield (and it's where I grew up) so I am
here often. My lifestyle is typically walking and so I am happy to park at a location like
Shoprite and walk to A&S, but have noticed that hardly anyone walks. I think it's partly of a
lifestyle of living in the suburbs, but also because Black Rock Turnpike is not very walkable.

253 Drivers don't expect to see people crossing the street.

254 No need

255 Too dangerous, distracted drivers

256 I always

lots of traffic, cars quickly moving in and out of parking lots. but lots of middle school kids
257 walk here after school.

258 I do walk but it's very uncomfortable with the small sidewalks and numerous driveways

259 i dont want to get hit by a car. too congested.

260 No, but my kids who go to Fairfield Woods Middle School do, and it makes me nervous!
 It is very unsafe to walk Black Rock - my kids keep asking to go to Black Rock after school
 261 but the traffic is a nightmare and too many people on cell phones
 262 There is no sidewalk on Samp Mortar Drive
 Too dangerous. Sidewalks are not available in the sections I'd walk in. Crosswalks in the
 263 shopping areas are not safe for pedestrians.
 264 No sidewalks. Speeding drivers. It's unsafe
 Too much traffic and cars going in and out and it is not a pedestrian shopping area that
 265 encourages meandering from store to store.
 Too busy, not safe, too many driveways to cross (distracted drivers don't look for
 266 pedestrians)
 I go to Black Rock for shopping. Things are to spread out to justify walking bags of
 purchased items back to the car (e.g., groceries, clothes, etc.). If I go for food, I go directly
 267 to the restaurant
 268 afraid of being hit. too much traffic and distracted driving
 269 No need.
 270 Cars go too fast and there is not a good sidewalk
 271 poor sidewalks and lack of crosswalks
 272 I drive a couple of miles to get to Black Rock, so I have my car
 273 Too much traffic in and out of the business driveways
 274 recipe for disaster
 275 usually drive
 276 I bike there at times
 277 too dangerous
 It is very rare we walk. I do have a concern with how fast and distracted some drivers are.
 Though we live close enough to regularly walk to Little Pub and do so but we dont need to
 278 cross Black Rock
 279 Too much traffic.
 I do so out of necessity to get to stores. It is most frightening to see cars speeding past you
 280 with no places where they have to slow down.
 281 not pedestrian friendly or particularly attractive or interesting
 282 too far, too dangerous
 283 It's not safe. Most people drive way too fast
 284 no need to since I drive to my location
 285 Not convenient and may require crossing intersections.
 286 Too busy
 287 Not convenient
 288 It's too dangerous
 289 No reason to
 290 Don't need to and won't as it's dangerous
 291 No need
 292 not convenient to walk from chopping plaza to plaza, drive instead
 293 No need to walk along it.
 294 Lack of sidewalks to get safely to Black Road

295 are you kidding? Try crossing the street.

296 I drive from one shopping center to another

You can't! I wanted to walk from Woodfield Village to Swedish Motors to pick up my car.. I had to weave through all the Indian Streets.. As BRT is not a walkable Street.. anywhere,

297 except in front of Shop-Rite.

298 Not conducive to walking

299 too dangerous

300 No need to, I cycle but avoid black rock turnpike as it is not safe for cyclists

301 does not seem like a pleasant walk

302 Need a car to put in groceries or packages.

303 to scary

304 too busy, no sidewalk barrier protections

305 Too dangerous

306 i prefer to walk in the quiet residential areas

307 Safety. Too many cars going too fast and not paying attention.

308 Because it's obscenely dangerous.

309 to busy . not enough cross walks

310 Seldom go to multiple locations in one trip.

We very rarely walk. It's too dangerous. People aren't looking when they are driving and
311 don't allow us to cross the street. When I had 1 child I would, but with 3 it's just too unsafe!

312 Don't live or work close enough to walk there

313 not convenient

314 Not easily traveled by sidewalk

315 Not pedestrian friendly.

316 I don't think there are sidewalks conducive to walking longer stretches,

317 not safe, see answers to a previous question

318 Dangerous, unpleasant

I wouldn't walk often, but when I do contemplate it, I certainly don't feel very safe walking
319 down Black Rock Tnpk from Merritt to Samp Mortar due to lack of or condition of sidewalks.

320 Too dangerous

321 Too dangerous. No sidewalks for the part near my house.

322 It's an outdated district that never truly served the needs of pedestrians, let alone cyclists

323 I don't personally but my teens do.

324 Because it is suicidal!!!

325 No sidewalks

326 Too dangerous

327 Usually not because of traffic.

328 Not convenient

329 do not live close enough

Not pedestrian friendly - cars travel too fast, there are too many cars, not enough crosswalks...don't like that the kids walk around there, makes me nervous around mobile station, etc.

330

331 Not convenient

332 not safe to walk from store to store

333 Not safe to walk on that street

334 Poor sidewalks, cross walks, and lack of scenery.

335 it is too far a distance from my home to walk

336 Prefer car travel

337 But rarely, not inviting

338 Too dangerous

339 unsafe

340 Unsafe for pedestrians

341 Too dangerous

342 Too many cars going too fast, not enough sidewalk space

343 Would love to but not very safe

344 no need to

345 Would be dangerous

346 Only to run for exercise

347 I drive

348 I just drive

349 Not safe for pedestrians

350 Have tried but sidewalks from Tahmore drive are overgrown and poorly maintained

351 Safety concerns, including crossing driveways and cross road

352 Not appealing

I wouldn't risk my life to cross the street there. Instead I have to drive from the back to the grocery store.

353

I live too far down N Benson Rd. But even if we lived closer, I would be too afraid of the speeding drivers and the distracted drivers.

354

355 too dangerous

356 No need

357 My kids would like to but it's unsafe

358 Too busy/too many cars

I don't live close enough to walk there but I have run there in occasion and it is very treacherous.

359

360 It is dangerous and not designed for pedestrians.

361 No need

362 Not safe. Too many entrance/exits

363 Too many cars

364 I prefer to walk in areas with less vehicle traffic.

365 Unsafe

366 Am Senior Citizen with Cane - too dangerous,fatalities

367 Seems dangerous

I live off of Black Rock Tpke. I rarely walk along the road b/c of the traffic and how careless and fast people drive. I can not let my son walk to school (Woods Middle School) because he would need to cross Black Rock Turnpike (either at Tunxis Hill or Burroughs Road) and I would be terrified for his safety.

I almost got hit by a car while walking once

not nearly as often as I would if it were safer

Too dangerous

I just drive to the store I need, then I go home.

No good pedestrian walkways

Way too busy/unsafe

Inconvenient to cross the street

too dangerous

Dont live near enough, usually drive location to location.

too many openings.

I value my life

Destinations aren't close enough that I would do at same time

Generally too far to walk from my house for errand purposes

too dangerous....motorists too busy trying to navigate parking lots to pay attention to pedestrians.

Far too dangerous.

Too dangerous

I don't live nearby but even if I did, the desolate pedestrian experience would deter me.

way too dangerous, noisy, uneven pavement, driveways

It's too congested and dangerous

Too dangerous

No need to. I'm shopping; need the car.

It's a long walk from my house, but even if I had to get from one plaza to another, it would be too dangerous to walk. Drivers are not on the lookout for pedestrians.

It's not pedestrian friendly. It's not like downtown. I just drive everywhere.

Too dangerous. Too many cars. Too many driveways

Too busy, too many cars turning in and out of lots

It's not safe nor convenient

Feels unsafe

I drive

I might park in one lot and walk across parking lots to access another shopping center (on the CVS side), but it's far from desirable.

Not safe

Too scary.

Disabled

No pedestrian signals or crosswalks.

Too busy

I'd rather drive, but it's not pedestrian friendly anyway

Not safe for walking

405 It's not that nice compared to downtown and not that safe.

406 Too dangerous

407 Stores are too far apart.

408 Don't feel safe - too many cars going in and out of parking lots

409 not convenient to park and walk to various places

410 too busy. I would walk if there were better crosswalks

Way too scary! Especially crossing all of the driveways, and, crossing the street is very
411 challenging especially since actual crosswalks are so far apart.

412 not safe

413 Too dangerous

414 Too many pedestrian / vehicle accidents

415 Not feasible for walking

416 I drive to locations

417 Need car to get there and most stores are not connected by sidewalks or crosswalks

418 too dangerous.

419 a little far from my house

420 Unsafe

421 My 15 year old son rides his bike and it makes me very nervous.

422 I use my car for shopping.

423 Very dangerous

424 Road is too busy

425 Not easy to cross

426 Terrifying

427 Too dangerous.

428 trouble walking a distance without way to rest.

429 Don't live in the area and no reason to

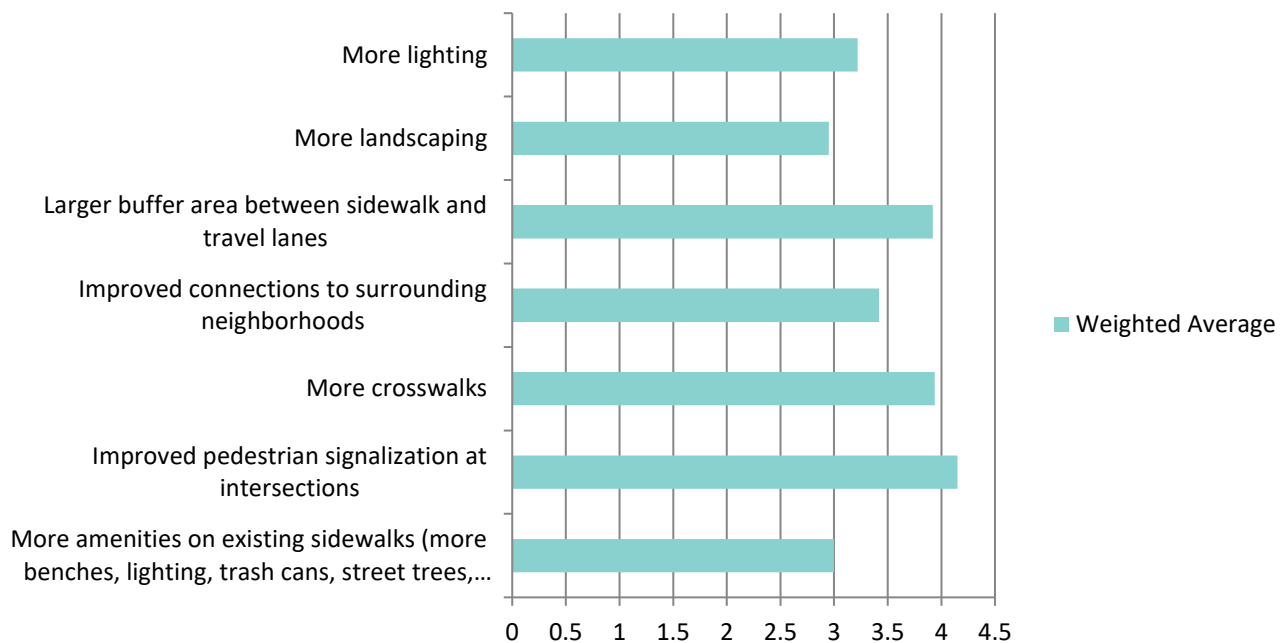
430 Fear for Safety

431 I am handicapped

Not anymore, neighbor's friend was hit and killed by a car-Borroughs and Blackrock. And my
432 husband was hit while crossing

Optional - Which of the following do you think would improve the pedestrian environment along Black Rock Turnpike? Please rank the following options according to how well they match your preference. (1=Less favorable, 5=Most favorable)

	1=Less favorable		2		3		4		5=Most favorable		Weighted Average
More amenities on existing sidewalks (more benches, lighting, trash cans, street trees, etc.)	21%	54	17%	43	24%	63	17%	45	21%	53	3
Improved pedestrian signalization at intersections	5%	14	4%	11	12%	31	26%	68	52%	135	4.15
More crosswalks	7%	18	7%	17	16%	40	27%	69	44%	113	3.94
Improved connections to surrounding neighborhoods	13%	31	11%	28	25%	62	23%	56	28%	69	3.42
Larger buffer area between sidewalk and travel lanes	5%	13	9%	22	17%	44	28%	71	41%	106	3.92
More landscaping	19%	46	20%	48	25%	61	19%	47	17%	41	2.95
More lighting	13%	31	16%	38	29%	70	23%	57	20%	48	3.22
Other (please specify)											51
										Answered	275
										Skipped	794



Optional - Which of the following do you think would improve the pedestrian environment along Black Rock Turnpike? Please rank the following options according to how well they match your preference. (1=Less favorable, 5=Most favorable)

#	Other (please specify)
1	We desperately need a stoplight at Nonopoge Road and Black Rock Tpke.
2	We need sidewalks/ bike space the entire way
3	longer times with red lights all corners so pedestrians can cross without running, older people and kids have more time to cross. Intersections are used for kids going to/from Fairfield Woods Middle School. Need safer intersections for our pedestrian community.
4	Intersections are a nightmare and the town keeps adding more residents along Blk Rk Tpke, it gets more dangerous every year.
5	The residential portion of Black Rock Tpke is very poorly maintained. There should be adequate sidewalks, residents should maintain the overgrowth from their yards onto sidewalks, public works should clean up the excess amount of street garbage and the high weeds that grow in the sidewalks and along the streets.
6	Jug handles, to limit the number of left turns, crossing traffic, impatient drivers
7	Lower the speed limit
8	more sidewalks to merritt
9	Sidewalks should go to Black Rock Congregational to allow for pedestrians from Indian Plateau/Rock Ridge neighborhoods
10	slowing traffic down so pedestrians are not getting hit at intersections
11	I would like to see more friendly parking access to stores
12	More sidewalks
13	clearing overgrowth along sidewalks
14	Less stores and the same type of restaurants. Traffic lights need to be better in timing
15	Repaired and vegetation removed consistent sidewalks. The sidewalks are narrow, alternate street sides and need to be maintained - trees and shrubs are overgrown.
16	Bus Rider Amenities, Lighted Shelters, Real Time Information
17	I truly feel overall it is fine and the money should be spent by planting more trees and making sure non polluting pain sand is used on roads versus salt so as not to pollute the water in any way
18	Prohibit left turns onto Block Rock where there is no light.
19	I'd like more restaurants and local shops
20	These options are ranked according to safety and budget priorities. Landscaping is wonderful, but there must be enough money in the budget to fix safety issues first.
21	Wider sidewalks, better maintained
22	Suicide lane for traffic
23	Police presence and enforcement of traffic laws

That's a tough one to answer. Simple truth is that people aren't going to just start walking more in the area, but certain "incentives" if you will, will help. I think side walks should be wider, and there should be more visually appealing green spaces (especially in parking lots if we are looking to reduce vehicle traffic). I don't think safety is much of an issue, but we can always add bike lanes (like those on Unquowa) to promote mre bicycle traffic/less vehicle traffic. I also think we should take a look at the street light system. Vehicular traffic can move much more efficiently through the area. Essentially, all lights on the turnpike itself should be synchronizd, inversely to the turnpikes side streets. This would keep traffic fluid and people can still make right turns off the side streets, onto the turnpike, while lights are red.

24 SOURCE: Environmental Development & Urban Planning major at Univerisity of Michigan.

25 All of the above! Complete Streets!

26 Don't need any of these.

Disallow the left turn into the Starbucks. Make cars use the Old Navy parking lot. Or close one of the exits that service both Starbucks and Old Navy. Nightmare for walkers and

27 drivers.

Drivers do not expect to see people walking and many view it as an annoying. Need to change the culture of the area so that it's not just a road to drive fast on to get from one area of Fairfield to another. Needs to be more like Post Road where drivers expect pedestrians.

28 It's just very dangerous for pedtrians without slow zones.

Restrictions on truck traffic; add sidewalks in the area south of the cemetery; speed restrictions on blind curves in the Jennings Rd area

31 the entire road needs to be widened to allow for a left turn ramp and a right turn only lane

32 less curb cuts / driveways

33 Improved bike lanes. I would bike to local businesses if it was safer.

34 Enforcement of speed limits

Possibly red light cameras to cut down on flagerant red light running. I see people regularly run red lights in this area.

PLEASE do something to the entry to Chips/Stefanos plaza, there is NO LEFT TURN sign but people still take that turn cozing sewer traffic on Black Rock sometimes down to TD bank

37 There are about 57 business entrances and exits from Samp mortar to Morritz PI

38 sidewalks narrow & broken/poor condition Stillson to Burroughs Rds

39 Do not blink the Samp Mortar light at night, it is very dangerous! !!

40 Lower the speed limit. Post speed limit signs. Enforce them

41 Crossing guard for the after school at FWMS

42 Sidewalk is too close to road South of Fairfield Woods Road. It feels dangerous.

43 Maintained Sidewalk down to tahamore

44 Sidewalks across turn ins such as Fairfield Plaza need safety

Need fewer curb cuts so pedestrians aren't constantly in conflict with cars. Need police to enforce traffic laws so cars respect crosswalks and speed limits. Police enforcement would also catch drivers who have already committed other crimes.

46 Sidewalks where there aren't any

47 Need traffic signal and left turn lane at exit from Gap/Old Navy shopping center.

48 Allow pedestrian cut-through, eliminate barriers between lots/buildings

49 bike lanes,

Establish bike paths at Warde HS to eliminate students driving to school. There are so many cars they have to park on the street, when school is in session, they drive crazy on

50 surrounding streets when they are dismissed.

51 Crosswalk to cemetery- sidewalk is uneven- cars just speed through light

Optional - Are there any locations that you think need a crosswalk?

Answered 82

Skipped 987

#	Responses
1	Trader Joe's to GAP
2	Yes-improve the ones in the stretch near Shoprite. larger cross walk at stillson and black rock tpk; cross walk and walk/stop sign for pedestrians near the gap to trader joe's shopping center at the light, cross walk corner
3	of swanson's fish market across black rock turnpike.
4	Burroughs and tunxis hill need pedestrian phasing and crosswalks. Very dangerous.
5	moritz place/whitewood The moritz intersection is a nightmare. If I need to get from the corner where the vaping shop is over to whitewood knoll, I'm running for my life. I love on moritz place and it is
6	something I run into all the time. it's very unsafe.
7	By Panera There is only one crosswalk at Burroughs and Black Rock Turnpike. Where the cemetery sidewalk ends there are no crosswalks. I see elderly people trying to cross
8	there all the time and it is very dangerous.
9	I think Moritz and Blk Rk Tpke needs a complete stop to all directions of traffic for pedestrians as well as oncoming stops for cars turning into Moritz from Tunxis Hill Cut Off or from Blk Rk Tpke Northbound. It's scary trying to turn into my street from these approaches and crossing the street across Blk Rk Tpke is riking your life.
10	Kids should only be able to cross Blackrock (stillson rd) after getting out of school with a police officer. Danger to kids walking home from school.
11	I think there should be a bike lane along the turnpike from the Merritt to the shopping area
12	Between Panera/Trader Joes and the other side. A light there would be useful as it's always hard to get out of the TJ's parking lot
13	Fairfield woods intersection Samp Morter intersection
14	Chips / Ole soccer shopping center - many houses surrounding and you can't safely cross black rock tpke to get there!
15	No Judd street to the shopping center with Chip's/Olé/etc
16	
17	In front of the Shop Rite parking lot -- people always jaywalk in this vicinity to save a few steps and catch the bus. The area in the vicinity of Tunxis Hill Cutoff needs better pedestrian amenities/crosswalks. Burroughs Road needs better sightlines and a better crosswalk. The area from Starbucks to Duchess is a disaster and needs far more pedestrian amenities/crosswalks -- again, because people jaywalk to save a few steps to get to the stores that they want or to catch the bus.

18 this is a difficult question as people will cross in the middle of the road anyway. I think near Panera and Duchess restaurant.

19 Between Trader Joe's and the gap stores

20 tamore drive/blackrock tpke needs a crosswalk. there are a ton of walkers/joggers/bikers, especially in the mornings. cars are driving way too fast on black rock near creconoof.

21 Tahmore to Old Black Rock, and a longer time to cross with the light

22 Burroughs and Black Rock Turnpike

23 Along from Jennings Road CVS toward Judd st. need a crosswalk; between Roseville Ter. Many young adults and children are walking to CVS (Jenning st). There are not side walk there and bushes along is bad for driver not to spot the unexpected walkers. It need sidewalk on both sides of the road; so dangerous without walk road.

24 Near Trader Joe's- need cross walk and traffic light---especially during busy times and holidays

25

25 I am not a professional do not know

26 Between Stefano's and the business across the street. The cars drive to fast here.

27 halfway points between lights between Katona & Fairfield Woods Rd. so that

28 pedestrians can cross closer to stores or restaurants where they are walking

29 All lights in that area should have a crosswalk

30 Tahmore

31 i feel there are plenty and it is fine the way it is. Why is this such a big deal? What is the problem with the corridor as it exists presently?

32 Across from Trader Joe's with a traffic light.

33 When walking north on BRT at Burroughs, the crosswalk button is on the other side of the road - there should be one at each side. Left-hand turn signals should be time to let at least five cars through (the one at Katona barely lets one through).

34 Burroughs, Fairfield woods road

35 Miro Farms

36 No, it will make traffic worse

37 The whole tricky intersection near Mortiz/Black Rock Tpke. I've seen many trying to cross over and its extremely tricky and dangerous

38 While there is a crosswalk on corner of stillson between Little Pub and Wells Fargo, often times people don't use it and j walk causing dangerous risk.

39 No

40 I can't remember specific intersections but I think in general, town needs more walk lights.

41 Not off the top of my head, but having more would somewhat promote pedestrian traffic.

42 Not sure of the locations exactly, but there should be a lot of crosswalks, bulb-outs, and landscaped medians with pedestrian refuges on Black Rock Turnpike.

43 No. There are sufficient cross walks already in place.

43 Between CVS and Shoprite

44 Old navy/gap shopping center across street to Trafer Joe's.

45 Moritz/Tunxis Hill

46 At people's / cvs

47 Intersection of Burroughs and BRT

48 Whitewood across Tunxis Hill cut off then across BRT

49 All lights.

Where people have recently been killed, to be honest (with a 29-unit apartment complex approved and shortly being built, what sucks now is going to suck even more in a short period of time)

51 From Trader Joes plaza to Gap plaza

52 Roseville Terrace, Tunxis Hill Extension and one or two more streets going south
Judd Street and Black Rock area

53

54 Crossing from Judd to shopping center (chip's, etc)

55 No

Improve the crosswalk on samp mortar drive. It is scary to cross, as drivers coming in the right lane from samp mortar to the BR turnpike can't see walkers crossing in the crosswalk as drivers in the left lane block the view. Im worried they will roll through the crosswalk to turn right. There should be a more visible crosswalk signal to the drivers.
from Moritz Place down to Hebrew Sick Cemetery

57

Crosswalk at the intersection of Tunxis Hill and Moritz should be reconfigured for auto and pedestrian safety. Cross walk at Burroughs and BRT (northbound, cemetery)
58 should be reconfigure for safety/pedestrian crossing and right-hand turns.

59 It's not the cross walks but too many entrances and exits.

60 Between traders and hallmark

61 between trader joes and the gap

62 Yes. Ffld Woods Road and Black Rock.

A sidewalk down Fairfield Woods Rd. to Blackrock Turnpike would make accessing the
63 stores on Blackrock Tnpk easier.

Crossing Black Rock Turnpike between the shopping center where Chips/Ole/etc is and the area by Judd St. That intersection is difficult to navigate-cars fly around that corner-
64 and a lot of people walk over there

65 No sidewalk between Creconoof/Nonopogue and Tahmore.

Best at traffic lights where vehicles are stopping at red lights. In my experience, drivers do not want to stop for pedestrians. I have had vehicles try to go around my vehicle
66 when I have stopped to allow pedestrians to cross.

67 South of Moritz Pl on Black Rock Tpke and one across Tunxis Hill Cutoff.

There are a few crosswalks that don't have traffic stop in both directions so although the light might be red for cars on Black Rock Turnpike, it's green for drivers turning onto or
68 crossing Black Rock (like Burroughs and Katona)

69 Between the shopping centers (gap, etc. to Trader Joe's)

The existing crosswalks need to be made more OBVIOUS to
70 MOTORISTS!!

71 I think a crosswalk near Sunny Daes plaza would be nice.

72 Linking each of the shopping centers.

73 Taquoshe Place and Rock Ridge Road

1. crosswalk and light at Tahmore

2. Black Rock and Tunxis Hill - no way to cross safely anywhere at that intersection

74 Burroughs should have crosswalks on all 4 directions

75 Old black rock to tahmore

76 from Duchess to Trader Joe's plaza

77 Too many to list. Pedestrian crossings are extremely dangerous!

yes, while walking we were nearly run over trying to walk across the parking lot

78 entrances to GAP and Duchess

No. But the ones that are there need to be made safer. Many times the front end of a car has come within inches of me while im crossing the street in a crosswalk. Perhaps delayed time for traffic lights to allow pedestrians to cross. Especially at Katona Drive. But its more of a problem of distracted, speeding drivers, who don't care. I've honked at many times because im crossing the street street and holding them up. But please do

79 something. Thanks.

80 Between Judd St and the plaza with Chip's restaurant

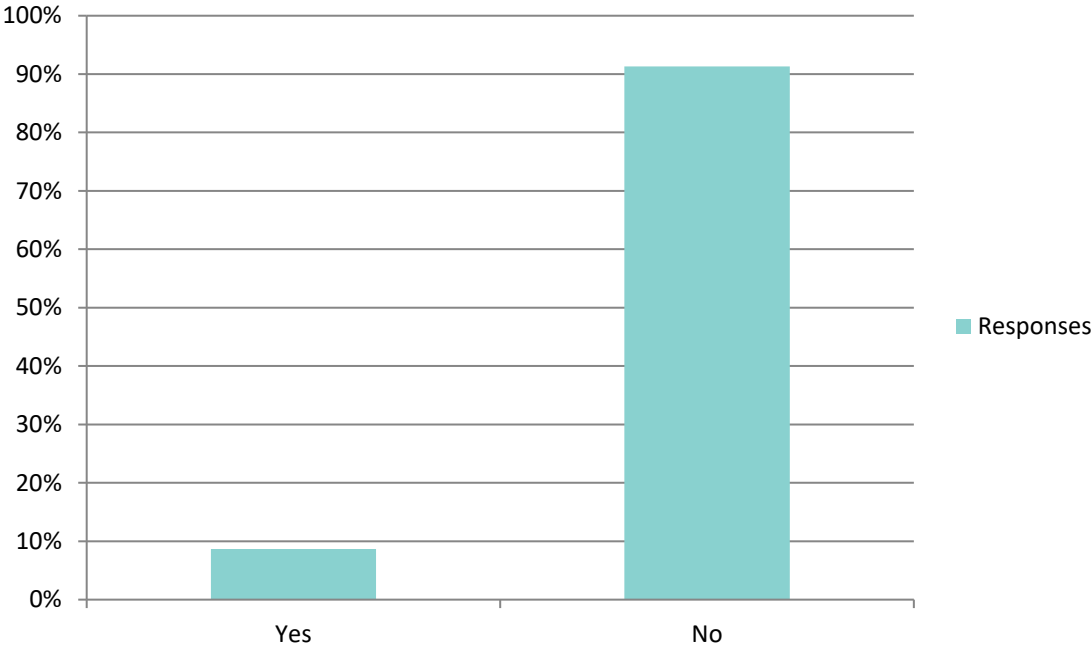
#1- Candlewood road; #2 At Boston Market/ Shop Rite; #3 Bourroughs Rd; #4 Swansons mkt, to

81 primo pizza

82 Improvement to whitewood rd-moritz rd and Tunis hill- way too hard to cross

83 I think road rules should be enforced and heavy fines

Do you bike along Black Rock Turnpike?		
Answer Choices		Responses
Yes	9%	87
No	91%	924
If no, why not? (optional)		474
Answered		1002
Skipped		58



Do you bike along Black Rock Turnpike?	
#	If no, why not? (optional)
1	Not biker friendly
2	Safety
3	Not safe
4	I fear for my safety and that of my children.
5	It is i safe
6	But stick to parking lots for safety
7	Feels like a highway
8	Too much car traffic no bike lanes
9	Not safe
10	A little too far from home. Mainly, too dangerous!
11	Very busy and no bike lanes
12	Not a biker
13	too dangerous
14	Never. Cars would never watch for you.
15	again hazardous
16	Are you kidding me? I want to live to see tomorrow!
17	no safe connection between brookside\mtn laurel neighborhood where I live
18	Too congested
19	There's no room to bike that area. Completely unsafe
20	Doesn't seem safe to there's way too much traffic
21	It's too busy and I don't feel safe.
22	Too dangerous, walking my dogs there is scary enough
23	No place to ride and traffic is too busy
24	Too crowded- no bike lanes
25	Safety
26	no longer biking
27	I can't think of a more dangerous road to be on as a walker or on a bike
28	Don't bike
29	Same reason I do not walk. Too many roads and intersections to cross.
30	No. I'm a biker but would never think of riding my bike there as there's way too much traffic.
31	unsafe
32	too many cars
33	Too dangerous
34	Minimally. I do not feel that safe bicycling there
35	Not safe
36	don't bike
37	not a safe connection along samp mortar from our brrokside/mtn laurel neighborhood. if so we'd have bike on sidewalks on black rock
38	too much traffic and congestion, too dangerous
39	but as little as possible

40	Do not bike.
41	Too many cars and cars trying to zip into and out of parking lots and streets.
42	Not very often because no bike lane. I would like to allow my teenage kids to bike, but not safe the way the turnpike is
43	Not safe
44	This is not an appropriate or wide enough road to accommodate bikes and current traffic volume and kids
45	That sounds very dangerous.
46	Too congested
47	I don't really bike
48	Not safe
49	Not safe
50	Way too many cars and no bike lane
51	thats a dumb idea
52	Too busy and dangerous
53	Too dangerous
54	Doesn't feel safe with my kids
55	Not safe
56	I don't bike. If I did I would avoid this road as it is way too congested and too many distracted drivers.
57	Don't have s bike
58	Do not have a bike
59	safety
60	Adding bikes to that chaos is a recipe for accidents. I don't want to (literally) take my life in my hands.
61	i don't bike
62	Not wide enough for cars and bikes
63	too dangerous
64	Don't bike, bikes shouldn't be allowed on BRT
65	way too busy
66	Too much traffic to safely do so..
67	Not safe
68	far too much traffic and too many intersections/driveways. too many drivers turning and not paying attention (to anything)
69	Way too busy
70	I am not a biker.
71	Way to congested with traffic!
72	too dangerous -- too much traffice for bikes
73	Too dangerous
74	Not a biker
75	I wouldn't even attempt it with the traffic
76	no sidewalks

77	I don't bike to shop for groceries or other errands and if I was riding for pleasure, that would not be my route.
78	Car
79	Vehicle volume
80	dangerous
81	It not safe with with small road shoulder
82	Ugly, uninviting, dangerous
83	To busy
84	Too dangerous
85	don't live in the immediate area
86	i do not bike
87	Who wants to be hit by a car?
88	North of merritt
89	Would love to but there is no separate lane safe from cars and separate from pedestrians
90	cars go too fast, drivers are too distracted, run red lights and don't stop at the red before taking a right turn.
91	There is not a biking trial and trucks and speeding cars.
92	not safe
93	Too old to bike, and it could be dangerous
94	too far
95	Scared !!
96	No room for bikes
97	Not enough space on roadway
98	too unsafe
99	Too dangerous!
100	I NEED A CAR
101	Too much traffic. Too dangerous
102	I don't have a bicycle
103	I am 77 years old and retired my bike
104	I don't bike at all.
105	I love life!
106	Too dangerous
107	Too old
108	its a commercial corridor, not suitable for biking.
109	No bike
110	Too much traffic without clearly marked bike lanes
111	don't feel safe
112	would be crazy
113	I only bike for recreation and choose routes with less traffic and better scenery
114	It's designed only for autos, too dangerous to bike or walk
115	Again, I'm not stupid!
116	I don't have a death wish.

117	no need
118	Too much traffic.
119	too many cars
120	never - not safe
121	Heavy traffic
122	No adequate bike lanes/trails leading to/along it.
123	Don't live in the area. Only work
124	Don't bike
125	Do not feel safe to bike
126	I do not bike
127	General safety
128	fear for my life
129	Unsafe
130	I don't bike anywhere.
131	I don't ride a bike
132	Too dangerous
133	I have biked all the way up 58 and the worst part is sharing a tight, congested road going through the plaza areas.
134	Too much traffic
135	Don't ride bike but my husband does and motorcycle.
136	high traffic
137	Seems extremely unsafe
138	I am not a cyclist but often find it difficult to pass them in my vehicle as there isn't adequate bike lanes- this creates delays behind the cyclist and potentially unsafe attempts at passing.
139	Because speeding and distracted drivers are a menace
140	Street not wide enough.
141	It is too dangerous to bike ANYWHERE in Fairfield
142	Not a biker
143	Unsafe
144	Dangerous, too budy
145	Don't own a bike.
146	I dont bike much
147	too dangerous - no real bike lane
148	We do not bike
149	Too Busy
150	Too much traffic. When I have I have gone down Morehouse Hwy and across Fairfield Woods/Stillson Road to get to destinations near that.
151	I live at the top of Galloping Hill. If I ride a bike down to BRTPE I have to ride back up. Ugh.
152	to dangerous
153	Too much traffic and no bike lanes.
154	Don't believe it's safe to do so

155	Way too many cars / car lanes / driveways to shops to be safe. It is hard to see bikers in the first place so adding in the amount of traffic and driveways cars turn into makes for a dangerous recipe. Bike lanes would NOT help - think about a bike lane along the breakdown lane where a biker is riding full speed and a car turns (right or left) into one of countless driveways. Bikes lanes should not be on that roadway!
156	Do not think it is a bicycle route it is a highway
157	Too dangerous, unpleasant. I cross on my bike only at places with traffic lights.
158	Traffic is too crazy
159	not safe for bikes.
160	Don't live in town nor have a bike.
161	Too dangerous because there is so much traffic going at a fast rate of speed.
162	I don't bike.
163	It would not be safe..As it is we bike generally only when the rest of Fairfield is off working. There are too many "me first" drivers currently residing in or passing through our town.
164	Safety
165	Not a biker, but if I were, I wouldn't feel safe in the lane and too much pollution.
166	I don't bike ,but all my adult children do and they say dedicated bikes lanes are the best solution.
167	Not safe - no space for biking
168	I don't bike
169	Safety concerns
170	too much traffic
171	Don't bike at all
172	not safe
173	Too busy
174	too many cars ,not safe, Bikers use sidewalks
175	Too hilly to get to from my home
176	It is too risky with the traffic and less shoulder space
177	too much traffic and crazy drivers
178	I don't bike - but I would consider it VERY dangerous to do so on BRT
179	No desire
180	Too dangerous
181	Too busy
182	Too many cars
183	Too dangerous
184	Too much traffic and many blind spots when traffic is pulling out
185	Way too dangerous
186	Elderly
187	Too much traffic

188	I used to but the traffic speed is too fast and the drivers have no respect for bicyclists
189	People drive too fast and it's scary
190	The priority is traffic control. We use the side streets.
191	It is unsafe.
192	I would be terrified!
193	Again, too busy
194	It's dangerous with all the driveways
195	Too many cars
196	Are you crazy?
197	Not safe but would like to
198	I don't bike around town.
199	Too dangerous
200	I have sciatica & can no longer bike.
201	Road conditions
202	Way to dangerous Too many driveways
203	Unsafe
204	Too many cars, dangerous, no real bike lane
205	I don't bike. I don't think it's appropriate on busy roads.
206	Not between damp mortar and tunxis hill. Ample alternative routes with less traffic
207	no bike
208	Because I drive there to get things done like so many of the other people to BRT.
209	Not designed for it, to encourage it.
210	Way too dangerous
211	Not safe
212	Don't bike but would not let kids
213	No bikepath near southern portion
214	Not safe
215	To dangerous
216	I don't bike in general
217	Don't bike
218	Choose not to
219	I live to far
220	Too dangerous
221	Too many people speeding
222	Are you kidding?!
223	Rarely bike at all. Do run along it though.
224	Definitely not safe due to traffic
225	Don't bike anywhere
226	Are you crazy??? Where the heck would one possibly ride a bike through that commercial corridor?
227	Don't feel safe

228	No bike
229	too dangerous
230	Unsafe
231	I don't ride. The local skatepark is where I am at.
232	Usually going to one place
233	Not safe
234	Unsafe!!!!
235	I don't bike and I don't allow my kids to bike there.
236	I only ride off-road (Pine Creek Trail). I find it too dangerous to bike on roads in Fairfield.
237	Don't own a bike
238	Not safe
239	Too dangerous with all the traffic and speeding
240	I don't bike anywhere
241	I prefer living
242	Not an appropriate area to bike on.
243	You would have to be crazy too
244	Biking in town other than side roads is dangerous, roads not conducive to biking
245	Not safe with all the turning traffic and narrow lanes
246	I don't bike
247	There are much better places to bike in Fairfield.
248	too dangerous!
249	Too dangerous. No real bike lanes. Too many driveways and distracted drivers.
250	no reason to
251	Side roads better option
252	Don't want to get run over.
253	if I owned a bike i wouldn't - too many safety issues.
254	No bike lane
255	Too dangerous
256	I don't bike
257	I don't bike
258	Too dangerous, not enough room with cars
259	too busy and unsafe
260	To one much high speed traffic and not enough space
261	my kids bike on it and it's quite dangerous for them
262	Not my thing
263	Don't own a bike
264	Too many cars
265	Safer to walk, would need to ride on the sidewalk which do not exist closer to our home (by Moritz/Tunxis Hill).
266	Don't bike that much and when i do I typically avoid major roads like Black Rock Turnpike because of safety concerns

267	Too dangerous!!!!
268	Too much traffic
269	Not bike friendly but don't believe this area should be
270	Not a biker
271	No bike !
272	Too many cars, not enough space
273	Do not bike, but will not let my kids either
274	Too busy
275	Do not presently own a usable bike
276	too busy, too many business driveways to bike across
277	I don't ride a bike.
278	Too dangerous! No bike path
279	too dangerous
280	too dangerous
281	Too busy but also nothing scenic
282	I don't bike anywhere with the distracted driving problem, too unsafe. My husband bikes up 58 and I'm scared to death every time he does
283	I don't ride a bike
284	Not safe, there is no place for bikes and too much on coming traffic with all of the driveways.
285	I don't bike in town.
286	Way too dangerous
287	it isnt safe
288	same as before
289	Really doesn't feel safe!
290	I feel it's too dangerous. Cyclists cause more traffic and congestion.
291	I dont bike
292	to dangerous
293	No need
294	Too dangerous, too much traffic and too many driveways
295	too much traffic, not enough room for a bike along side cars.
296	don't own a bike and if I did, it wouldn't be safe
297	i dont want to die
298	too many cars in and out
299	Because it's dangerous
300	Not safe!
301	It's a death wish. No reason to as there are adjacent streets that parallel it.
302	Too dangerous with no bike paths.
303	Not safe
304	I don't bike in Fairfield - to dangerous with distracted drivers
305	Not a bike rider

	WAY TO DANGEROUS. Fairfield, CT is perhaps one of the least bike friendly places to ride. To go to Black Rock is to have a death wish. THERE IS WAY TOO MUCH DISTRACTED DRIVING THAT GOES ON IN THIS TOWN.
306	
307	too much traffic, distracted driving...basically unsafe...
308	77 years old!
309	traffic is too dangerously fast
310	Far from my neighborhood but wouldn't anyway. Too much traffic.
311	Where?
312	Don't bike at all
313	Too busy/heavy traffic
314	Totally dangerous
315	I don't bike
316	Again I find it too busy to do so.
	I live on Black Rock and do whatever possible to avoid biking there, only doing so as needed to get to side streets. Cars go way too fast, often dostracted and going well over the ppsted limits causing major hazards to bikers and pedestrians.
317	
318	Do not own bikes
319	not safe for bikes
320	Not safe to do so
321	Dangerous and am too old
	I would not even consider biking on BRT. Unsafe. Traffic. Congestion.
322	Distracted drivers.
323	It's too dangerous
324	Bikes do not belong on BRT
325	Too dangerous, not enough space for a bike. Cars do not give way to bikes
326	Not safe
327	too busy
328	no need
329	No bike lane and it can get a bit cozy if there's a lot of traffic
	See previous answer then add distracted driving and too many driveways to the mix
330	
331	consider it unsafe, cross only to other streets
332	Do not bike
333	too dangerous, i've seen people hit.
334	too busy, not enough of a bike lane
335	Too much traffic should not be a bike route
	It is not safe for cyclists. Too much traffic, too many driveways, too many people in a hurry and not paying attention to cyclists. Also no bike lanes and very minimal shoulder makes it nearly impossible.
336	
337	People drive too fast
338	Too dangerous

339	if lanes could ever be widened it should be to hold more vehicles. Bikers have plenty of nice scenic roads to bike other than BRT which is too congested and not safe for bikers.
340	Too dangerous
341	Because she would have to be out of your mind to ride a bike along the Blackrock Turnpike. It is extraordinarily hazardous.
342	cars to fast
343	Traffic volume, dangerous.
344	too unsafe and no space
345	I only bike until I can turn off it on to samp mortar drive or brookside. It's not safe enough.
346	Not safe!
347	NOT SAFE - too many driveways and no bike lane, not tht I would even bike there
348	It's just too dangerous. My teenage son does and it really scares me.
349	not a biker
350	Given the traffic and the distracted driving I don't feel it's safe
351	No where in Fairfield feels safe to ride a bike. There's no bike lanes. If you truly want the town to be bike and walking friendly, you're going to have to start thinking of the town as a small city which focuses on walking and biking as opposed to a suburb that acquieces to huge and unnecessary SUVs.
352	to dangerous
353	Too dangerous. Not bike friendly.
354	Too many cars weaving in and out. Speed of csrs.
355	no room for bicycles, cars excessive speed
356	Dangerous
357	Insane traffic, poor driver skills make biking a nightmare
358	Fear of getting hit
359	Don't own a bike.
360	I used to out of necessity years ago (late 1970's) and it was bad then!
361	It's not safe but my teenage son does on occasion.
362	Because it is suicidal. No different than riding a bike on I-95
363	Don't ride bike
364	Far too dangerous
365	do not own a bike
366	Too much traffic
367	Not convenient, but if it was, it would be too dangerous.
368	I don't bike
369	Not safe
370	Not safe
371	No bike lanes
372	too dangerous
373	i do not bike in high traffic/ main roads in town

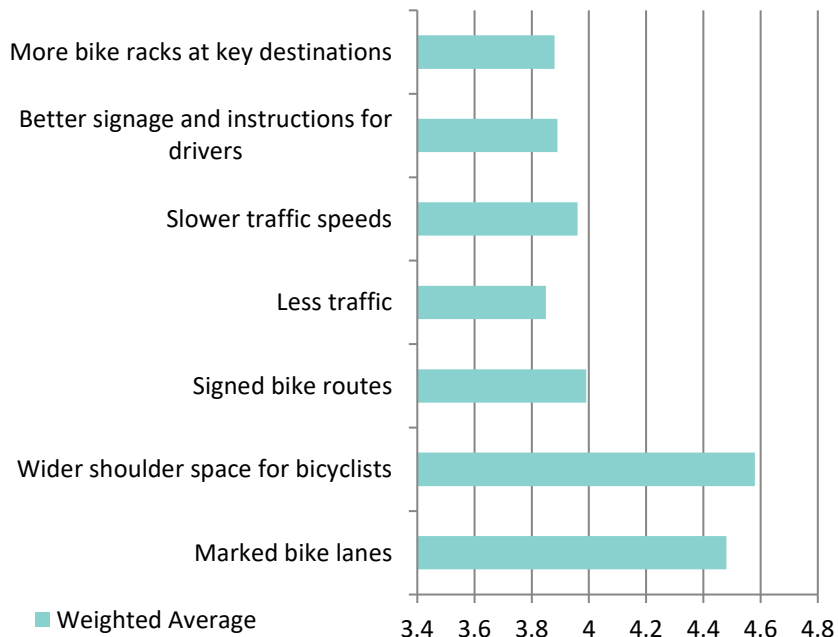
374	Prefer car travel
375	Scary
376	Too dangerous
377	unsafe
378	Too much traffic , extremely dangerous for a biker
379	Don't bike much but if I did, too many cars going fast and traffic congestion, plus lack of bike Lanes and dangerous curves
380	Would love to but not very safe
381	I dont bike
382	scary
383	Would really like to bike, but at present this would be extremely dangerous
384	Too busy
385	My husband and son do
386	Not a safe place to ride my bike; too much car /truck traffic
387	Same reason I don't walk.
388	No reason to ride on a road in commerical area. Prefer biking in the country
389	Too congested
390	Too Dangerous, Too many Car accidents, Way too much traffic
391	Incredibly unsafe!!
392	too dangerous
393	No reason.cant take packages home from grocery store.silly place to bike
394	bike lane going north is nonexistent to narrow.going south I would ride on the sidewalk
395	Unsafe
396	Too dangerous for kids
397	Too dangerous. Need a designated bicycle lane.
398	Don't bike very often
399	No bike
400	Again because it is unsafe
401	I feel my kids are too young to bike on such a busy road-it's not a safe biking area, in my opinion
402	Too dangerous. Too many drivers.
403	Too dangerous.
404	Don't bike
405	Not safe
406	Traffic
407	But I want to start biking!
408	Too dangerous
409	Senior Citizen, disabled
410	I'm not a cyclist, but there isn't any room for bicycles along Black Rock Tpke. It would be a hazard to have cyclists on this busy road.

411	not safe
412	Too dangerous.
413	Are You Nuts? No room for cycling.
414	I'm too old to bike, but...I absolutely think it is unsafe for bikes...it's way too busy, and traffic travels too fast.
415	No dedicated lanes for biking
416	Too many driveways and vehicles
417	too dangerous
418	Because it is dangerous and scary.
419	Dont bike, probably wouldnt anyway, dangerous enough driving there
420	too dangerous, no need.
421	don't bike at all
422	Not wide enough, too much traffic
423	Not near enough to home
424	Too busy; no bike lanes
425	Same as previous question....too many distractions for motorists already.
426	Far too dangerous-no bike path or lane
427	too dangerous
428	Too congested and dangerous
429	I'd be hit.
430	I don't bike at all! There is simply no room for bikers to safely travel on BRT.
431	Too many entrances and exits. Feels dangerous.
432	See previous. Same answers
433	N/a
434	I don't bike
435	Not safe
436	Even if I had a bike, I wouldn't ride along there. The traffic is too congested, too fast, too rude, too dangerous.
437	Car
438	Not in a million years would I want to!
439	See above
440	Too dangerous, will get killed.
441	I don't have a death wish.
442	I don't bike. If I did I would go somewhere more scenic with my kids through the quiet neighborhoods
443	I don't bike.
444	Too congested
445	Too much traffic.
446	Not a biker
447	Too much traffic and doesn't feel safe
448	too dangerous!!

449	Too much traffic and too many drivers who are clueless about bikes or are not paying attention. We never allowed our children to ride on Black Rock Tpke; it was just too risky, even if they were being careful and following the rules of the road.
450	not safe
451	Dangerous
452	No safe bike lanes
453	Way too dangerous
454	crazy drivers
455	Traffic / safety
456	Too scary
457	Too much traffic
458	Too much traffic
459	way too much speeding traffic
460	to dangerous
461	way too congested and dangerous
462	don't bike
463	My son does - stated earlier - makes me very nervous.
464	I am not a bicyclist.
465	This road should not be a bike route. Making room for bikes would reduce room for vehicle traffic.
466	I don't bike to shop for groceries or other errands
467	Too scary with the crazy drivers.
468	Terrifying although I did back in 1967-1976
469	I don't use my bike often
470	No suitable way to bike from North of the Merritt on Black Rock lol
471	I do not bike, handicapped
472	Personally 2 people hit by cars on Burroughs/ Black Rock
473	Cars speed. Best time to walk 9:30-11am and 1:30- 3pm
474	No bike, too old

Optional - Which of the following do you think would improve facilities for bicyclists along Black Rock Turnpike? Please rank the following options according to how well they match your preference. (1=Less favorable, 5=Most favorable)

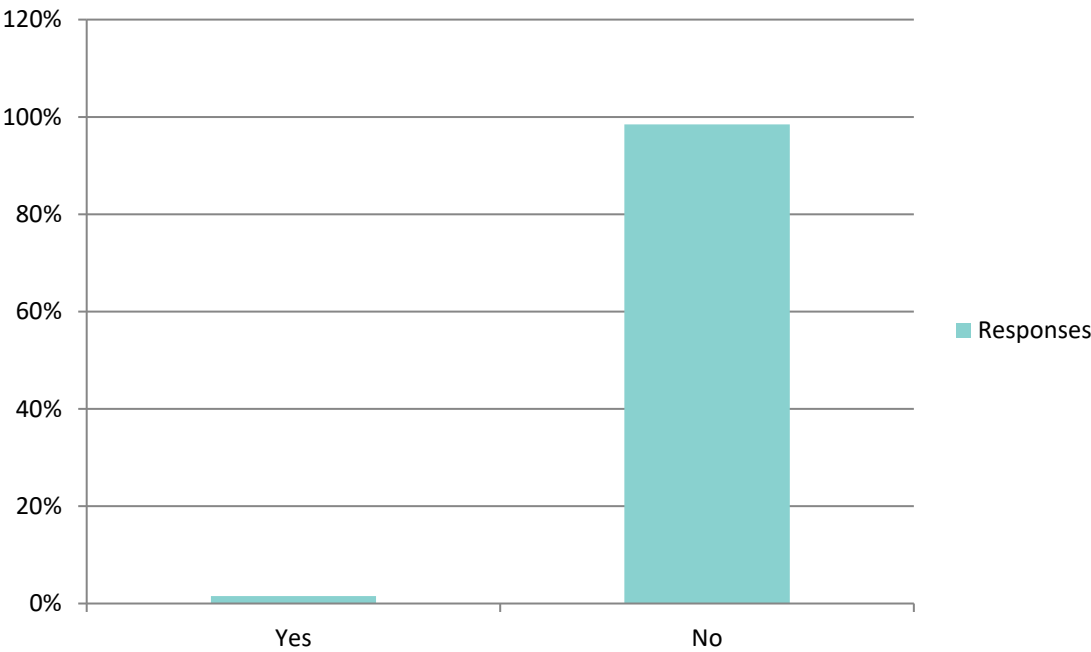
	1=Less favorable		2		3		4		5=Most favorable		Weighted Average
Marked bike lanes	3%	3	2%	2	7%	6	17%	15	70%	61	4.48
Wider shoulder space for bicyclists	0%	0	2%	2	9%	8	16%	14	72%	62	4.58
Signed bike routes	5%	4	10%	8	18%	15	16%	13	51%	42	3.99
Less traffic	5%	4	11%	9	24%	19	14%	11	46%	37	3.85
Slower traffic speeds	9%	7	5%	4	15%	12	22%	17	49%	38	3.96
Better signage and instructions for drivers	6%	5	12%	10	17%	14	16%	13	49%	40	3.89
More bike racks at key destinations	8%	6	9%	7	18%	14	21%	17	45%	36	3.88
Other (please specify)											9
										Answered	95
										Skipped	974



Optional - Which of the following do you think would improve facilities for bicyclists along Black Rock Turnpike? Please rank the following options according to how well they match your preference. (1=Less favorable, 5=Most favorable)

#	Other (please specify)
1	the walk/biking lane can be marked with barriers starting at brookside
2	Educate drivers about cyclists
3	bike lanes perhaps
4	Continuous sidewalks and a healthy shoulder would be a great start
5	again the entire road need to be widened to accommodate real bike lanes
	If a New Urbanist (Town Planning) Boulevard came in all the right cues would fall into place.
6	Signage, and even sign alizarin would be less critical to plan.
7	Enforcement and heavy fines
	Even better, BIKE LANES! So long as bikes and pedestrians are treated as secondary users of
8	the road it's hard to imagine meaningful change.
9	all these things would encourage more people to bike
	#1- Trefoil ct; #2 Paristh Ct, are 2 senior/ disabled locations. #3 Pine tree ahs reopened. Seniors who can walk use grocery carts or bags. Time the walk lights to allow them enough time to cross the street safely. No turn on red signs, drivers abuse them and don't even slow down. They pull
10	right in front of oncoming traffic.

Do you ride the GBT Route 10 Bus along Black Rock Turnpike?			
Answer Choices		Responses	
Yes	2%	17	
No	98%	980	
If no, why not? (optional)		248	
		Answered	997
		Skipped	72



Do you ride the GBT Route 10 Bus along Black Rock Turnpike?	
#	If no, why not? (optional)
1	No need
2	Stops/pickups need more
3	have own transportation
4	I have a car
5	N/a
6	In car
7	own my own auto
8	Don't ride the bus
9	I have a car for transportation.
10	i drive or ride a bike
11	do not ride the bus
12	i have a car
13	don't use public transportation
14	Drive myself.
15	Not my form of transportation. For people who do use bus there should be benches and a place for them to stay dry when waiting for bus
16	Have car
17	Not needed
18	Don't ride the bus
19	Unsafe
20	Own car
21	dont take buses
22	Have a car
23	No need for bus
24	I own a car
25	Have a car
26	I have a private vehicle.
27	i have a car
28	No need
29	I only drive, but my daughter takes #10 frequently.
30	Don't take the bus
31	Have a car
32	No need for public transportation
33	i have a car
34	We drive, walk, scooter or bike
35	Car
36	Don't use bus system in ff
37	no need
38	Prefer driving, biking & walking
39	don't live in the immediate area
40	No need, I have a car.
41	I have cars to get around the town. I drove along Black Rock tpk all the time.
42	no need to, have automobile.

43 no need to

44 No need

45 I NEED MY CAR FOR BUSINESS

46 Have car.

47 Too far from my house

48 I use my car

49 It's not needed for me.

50 Have a car

51 No need

52 Have car

53 I have a car ...

54 I drive

it doesn't go anywhere else in Fairfield, it should connect to Post Rd, Train station and downtown via Stillson/N. Benson picking up multiple neighborhoods and the Ffld U

55 campus

56 No need I use my car.

57 Don't ride GBT

58 no need

59 just drive - come from outside the bus route coverage area

60 don't ride GBT

61 Drive

62 I have a car

63 I do not use the bus

64 I live on Jennings.

65 I don't take the bus anywhere.

66 no need

67 It does not have routes that I need to go to

68 have my own vehicle

69 Route is not widely publicized-

70 I drive

71 Inconvenient

72 I have a car

73 Have a car

74 I drive

75 No need

76 Never have

77 Not needed.

Don't ride the bus, but let me take the opportunity to say that in general public buses stop WAY too often. Make riders walk more, our school age kids walk further to their bus stops. Bus stops should not be like a blue-light system at a college/university where you can see a light (or in this case bus stop) from every other light (bus stop).

79 I drive

80 I have a car

81 Poor bus service

82 No need to...We drive anywhere we want to go...never ever have used this bus service.

83 Have car

84 Don't have a need; have a car to commute.

85 Drive my car.

86 Have a car and kids - inconvenient

87 I don't take the bus

88 Live too close

89 easier to drive

90 Have a car

91 It does not go down FFLD Woods rd

92 I drive car

93 I have no clue where it would take me

94 No need

95 No need

96 Not convenient

97 I don't know where it goes.

98 Drive car.

99 I don't ride a bus

100 My home is off the route

101 I have a car and don't make use of the bus

102 because I own a car

103 No need and too few bus connections all over town

104 I would either walk or drive.. More buses would make it more unsafe

105 I use my car.

106 No need.

107 Travel by car

108 I don't need to

109 I have a car.

110 Have car

111 have car

112 I don't know what this is and I do not have time to bike.

Don't know much about it and worry it would not travel frequent Knouff to be
113 convenience, into work connecting areas I can get to using it

114 No need

115 I have a car

116 I have a car

117 Not convenient

118 I have a car

119 Don't take buses

120 Don't use buses

121 I commute to NYC for employment while I am not in school.

122 have car

123 Car

124 No need

125 Have a car.
126 Drive own car
127 I have a car
128 Don't even know when the buses run. Bus Schedule not properly marketed or advertised. Guarantee it's a lost revenue!
129 No need for public transportation
130 The bus can't get me where I need to go. I have to be in my car.
131 Not applicable
132 I do not use buses.
133 Have my own vehicle.
134 Infrequent service- limited connections and doesn't go to my destinations
135 Travel by car
136 I do not use the bus.
137 Usually drive
138 Bus service is not extensive or frequent enough
139 Not needed
140 drive our car, not necessary
141 No need
142 N/A
143 I own a car
144 do not use mass transit within Fairfield, Would use to access downtown if available
145 I drive.
146 Have a car
147 prefer my car
148 Getting to the bus stops is not easy with bad sidewalks
149 n/a
150 No need to
151 I can walk or bike to my destinations
152 I have a car
153 N/A
154 Don't need to
155 Bus isn't convenient to any other part of Fairfield
156 i own a car
157 No need
158 Use my cae
159 No need
160 Not enough stops. I drive.
161 I drive a car
162 I drive or ride my motorcycle
163 I own a car.
164 What's the GBT 10 Bus?
165 no need
166 Have my own transportation
167 Don't use GBT as a means of transportation

168 I have a car
169 Don't ride the bus
170 Have a car
171 no need
172 not convenient; long waits, expensive and stops not appropriately located.
173 Its too dangerous
174 I have a car
175 No need
176 Have car
177 have a car
178 don't take buses
179 not a necessity
180 Don't generally take the bus
181 Live in town section.. no service within town to use
182 Have a car
183 Doesn't make sense for me. Would rather walk.
184 Live 5 minutes from it. Can walk or drive to it.
185 car owner
Family members ride the 10Bus on occasion. The bus stop area/space on Ffld Wds. Rd can be harzardous for pedestrians walking to BRT and cars making right-hand turns off
186 BRT onto Ffld. Wds. Rd.
187 Car
188 I drive to work
189 Drive a car
190 Drive my own vehicle
191 I do not ride local buses
192 Have car
193 Have a vehicle
194 because I have a car
195 don't take buses
196 No need
197 No need; I have my own car
198 Never use buses
199 Not necessary
200 No need
201 Do not need to take the bus there.
202 No reason too.
203 no need to
204 Do not use bus
205 I have a car
206 No need
207 Drive our own car
208 Own a car
209 I own a vehicle.

Bus is very poorly operated. Drivers have nasty attitude and bus company has no
210 concern for customer service, so it's too degrading to use the buses.

211 I don't use public transit

To get to downtown Fairfield it takes 1.25 hours via the center of Bridgeport. I have no
212 desire to go to Downtown Bpt

213 No need to go anywhere. Retired.

214 PeopleMover of the 80s, big fail

215 Own my Cars

216 Have a car

217 does not serve my needs

218 have a car and not relevant route.

219 Never use the bus

220 I live right here, never thought of the bus

221 I have a car

222 Infrequent busses

223 don't take busese

224 Drive

225 Didn't know there was one. Don't think I've ever seen it.

226 No need. I have a car.

227 I have a car

228 I use my car

229 Have a car

230 Walking distance and own car

231 I'm very fortunate to be able to choose to drive or walk at will.

232 I am fortunate to have no need for buses

233 No need. I have a car.

234 Only use my car.

235 i have a car

236 no need

237 I use a car for transportation for long distances

Fairfield is a car town not a walking town - I walked all the time in Manhattan - Only walk
238 in my neighborhood (Gallop Hill Rd)

239 to many drivers cut off the bus

240 no need to use the bus

241 I have a car

242 I have a car.

243 no need

244 Drive mostly

245 Doesn't go to my house

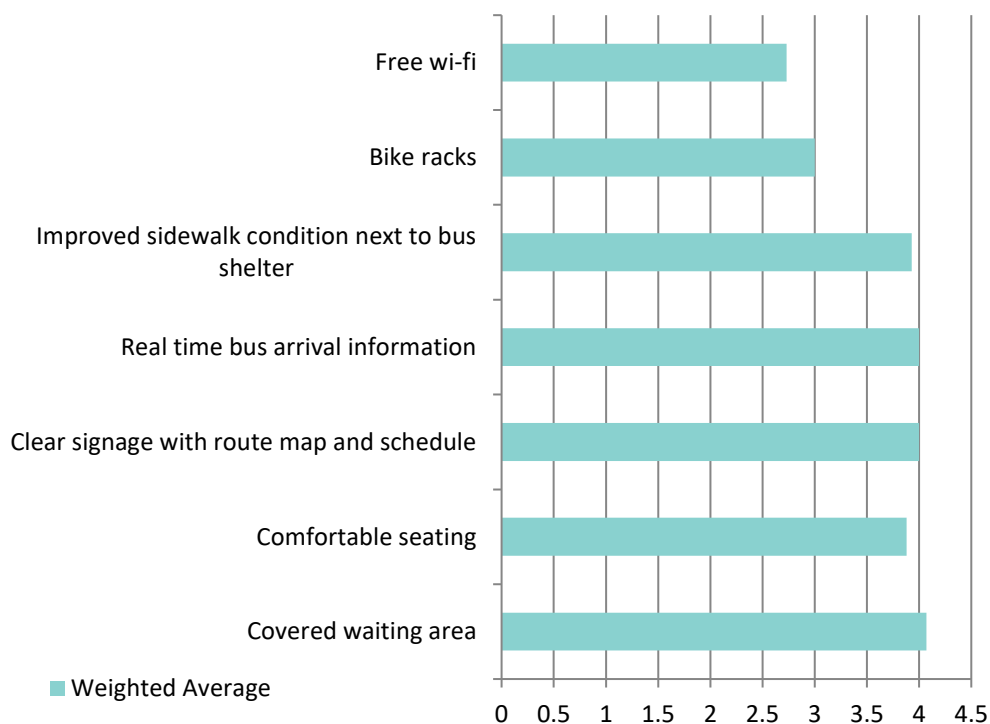
I am handicaped. My friends and aides do use Route 10 Bus and complain about poor
246 signage.

247 I have a car

248 Use car to drive to Shop Rite

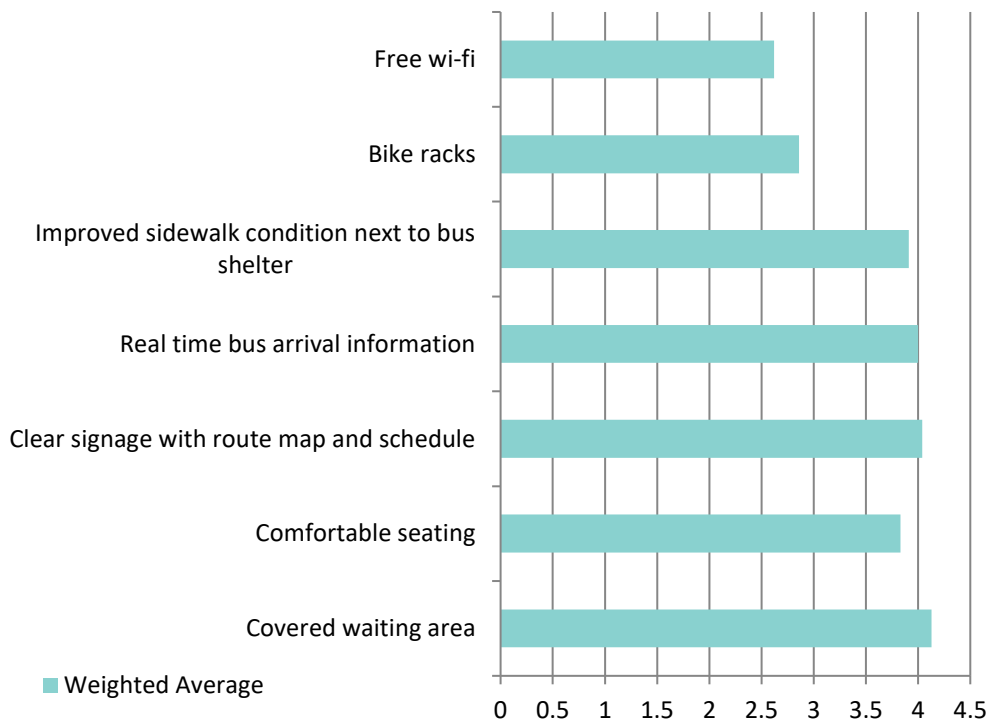
Optional - Which of the following do you think would improve the bus shelters along Black Rock Turnpike? Please rank the following options according to how well they match your preference. (1 = Less favorable, 5 = Most favorable)

	1 = Less favorable		2		3		4		5 = Most favorable		Weighted Average
Covered waiting area	8%	3	0%	0	17%	4	21%	6	54%	15	4.07
Comfortable seating	8%	2	0%	0	25%	6	33%	9	33%	9	3.88
Clear signage with route map and schedule	13%	4	0%	0	9%	2	26%	7	52%	14	4
Real time bus arrival information	9%	3	0%	0	13%	3	39%	9	39%	12	4
Improved sidewalk condition next to bus shelter	9%	3	4%	1	17%	4	26%	6	43%	13	3.93
Bike racks	18%	4	27%	6	23%	5	14%	4	18%	5	3
Free wi-fi	38%	8	14%	3	19%	4	5%	1	24%	5	2.73
Other (please specify)											4
										Answered	34
										Skipped	1035



Optional - Which of the following do you think would improve the bus shelters along Black Rock Turnpike? Please rank the following options according to how well they match your preference. (1 = Less favorable, 5 = Most favorable)

	1 = Less favorable		2		3		4		5 = Most favorable		Total
Covered waiting area	8%	3	0%	0	17%	4	21%	6	54%	15	24
Comfortable seating	8%	2	0%	0	25%	6	33%	9	33%	9	24
Clear signage with route map and schedule	13%	4	0%	0	9%	2	26%	7	52%	14	23
Real time bus arrival information	9%	3	0%	0	13%	3	39%	9	39%	12	23
Improved sidewalk condition next to bus shelter	9%	3	4%	1	17%	4	26%	6	43%	13	23
Bike racks	18%	4	27%	6	23%	5	14%	4	18%	5	22
Free wi-fi	38%	8	14%	3	19%	4	5%	1	24%	5	21
Other (please specify)											4
										Answered	34
										Skipped	1035



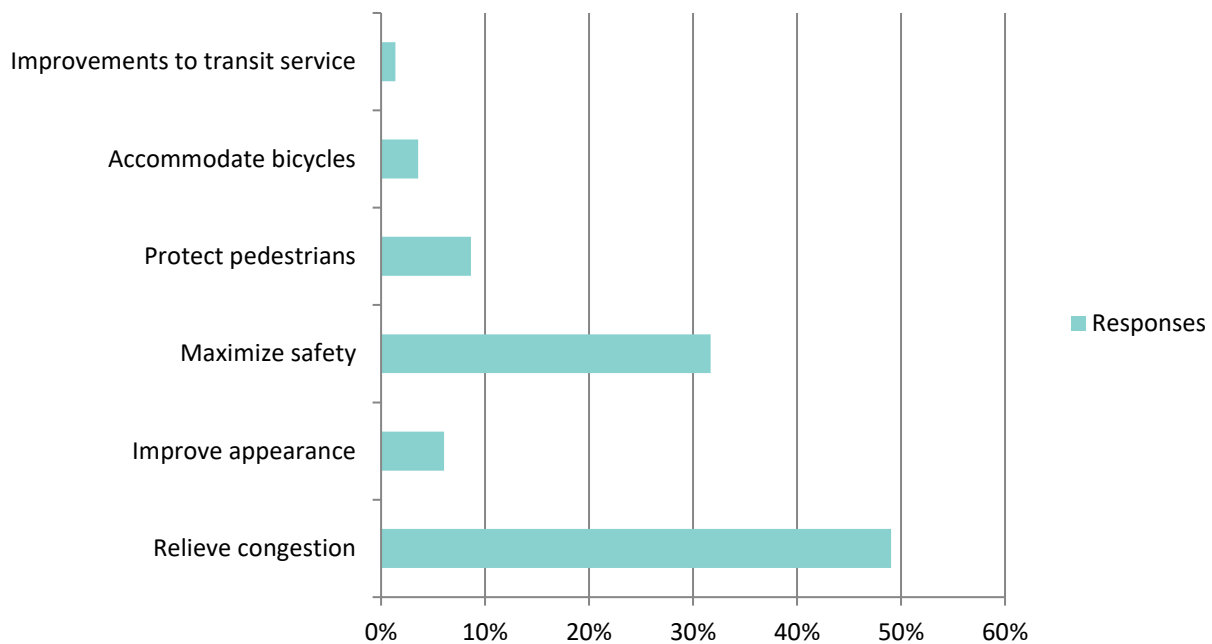
Optional - Which of the following do you think would improve the bus shelters along Black Rock Turnpike? Please rank the following options according to how well they match your preference. (1 = Less favorable, 5 = Most favorable)

Responses to "Other"

#	Other (please specify)
1	Never take the bus
2	"Bus stop" at Ffld Wds and Stillson is an eyesore. Needs spiffing up.
	Not many people ride the bus for funds to be allocated for many bus stop improvements. However, safety is a primary concern. Also the bus signs are poorly designed. The Route number should be large enough to see from the road.
3	Motorists and passengers should be able to see the bus route number.
4	You have to be joking about the wi-fi. Please don't waste my tax money on that.

If you had to pick just one improvement for the Black Rock Turnpike, which would it be?

Answer Choices	Responses	
Relieve congestion	49%	494
Improve appearance	6%	61
Maximize safety	32%	319
Protect pedestrians	9%	87
Accommodate bicycles	4%	36
Improvements to transit service	1%	14
Answered		1007
Skipped		62



Optional - Any other comments you'd like to make?**Answered 306****Skipped 763**

#	Responses
1	Speeding needs to be enforced more frequently. Also, intersections with lights need to have sensors installed to "see" when cars are/are not in the left hand turn lanes. Too often the turn arrows are on when there aren't cars in the lanes, which causes poor traffic flow as other lanes are stuck waiting for non-existent cars to turn.
2	A walker friendly crossover in multiple locations would encourage Park and shop. Also, running short parallel roads to bl rock turnpike would ease congestion. Ex: roadway behind cvs that connects to stillson. Another connecting Gap parking with stills on road would be good, running behind posters. Another connecting shop rite parking with Katona.
3	I'm so glad you're looking at this-for the health and safety of all. Thank you!
4	I hope changes begin soon!
5	You need some unmarked Police Vehicles to start giving tickets to people that: block the intersection, go through red lights, drive while distracted and thinking they are race car drivers going in and out of lanes. Maybe then people will stop driving like that.
6	Safety and traffic congestion come first, but I've always wondered what that road would be like if it were more pedestrian friendly. It would be a great place to walk if it were more attractive and safer for pedestrians.
7	Make intersections safer for kids biking/walking to fairfield woods middle school
8	I live very close to Blackrock and cars move too fast. Cars and large semis all blow the traffic lights and people rush through without regard for pedestrians for cross traffic.
9	I drive BRTpke every week day and most weekends, obviously, there are times when it is not a busy road, I believe heaviest travel is 2 pm - 7 pm. I do feel badly for the businesses who do not have the 'foot traffic' from school kids/neighbors and have been forced to close. Black Rock Tpke has a bad reputation in general yet there are so many businesses that the average family would like to go to.
10	There needs to be a safe pedestrian\bicycle path along Samp Mortar Drive! This would connect the Mill Plain & Brookside sidewalk and bike path system. This would provide a continuous path\walk from the train station & downtown area to Black Rock!
11	Improve safety, marketing for walkers and bikers,
12	Cars cut down Moritz Place from the Black Rock Turnpike. There have been 4 incedents when cars have sped around my sons school bus while the "stop" sign on the bus was out. If we could deter cars cutting through this street and speeding it would be so helpful for safety.
13	Adding a 29 unit apt building at the second most dangerous intersection is not good planning. Not safe for current or new residents. Moritz & Blk Rk Tpke.
14	Lights and a crosswalk are needed at nonopoge and creconoof rd. Very dangerous intersections. More needs to be done for pedestrians.

Need more left turn signals at intersections and business locations. Taking left turns can be a
15 game of "chicken" with other cars - very unsafe.

You'd have to be crazy to try to ride a bike on BRT. There is way too much going on. It is
16 definitely unsafe for bicycles and their use shouldn't be encouraged.

17 The road itself is in good condition.

18 5 way Intersection at Moritz Place is a nightmare

19 No turns on yellow lines!!!!

Any action would be of considerable help in getting vehicle drivers to NOT make right-hand
turns when the WALK signal is activated at intersections. Many drivers continue to make
right turns when the intersection is supposedly cleared of all vehicles so that pedestrians and
bicycles may safely cross the road. These right-hand turning vehicles are not safe for bikes
20 or walkers. This is of importance.

21 more business

School children from Woods have nowhere to cross safely. We live too close to be eligible for
22 bus transportation, yet walking home is way too dangerous.

Speeding is a problem to get out of parking lots i feel the new approved housing will make it
even worse- enforce speed limits from down by panera to the jennings intersection - it would
be safer and easier to be a patron if you could get in and out of the lots if people werent going
23 40 in a 25 zone

The light at damp mortar onto black rock is too short and traffic backs up. The light at Stillson
and black rock is also too short and backs up too far onto Stillson. Also the left turning lane
on Stillson to Black Rock is too short. It needs to be wider there. A right turning lane there
24 would help ease the congestion on Stillson as well.

This is Fairfield- we can do better! The amount of garbage, and the messy appearance of the
25 streets and sidewalks, is embarrassing.

I think that the strip immediately south of the study area is also a major problem. I cannot
count the number of accidents I have seen in front of the strip mall with the hookah lounge. It
26 is also very awkward to turn left from tunxis hill onto black rock turnpike.

27 hard to turn in/out of parking lots.

Could be a beautiful and safe shopping area- but it is antiquated and has hazardous traffic
28 flow

Post Road has none of the same problems - seems like that design would be nicer for
29 businesses, cars and pedestrians.

Accommodate bicycles should be the last option. Making it safe and less congested should
30 be the priority .

31 Traffic is way too heavy much of the day

The 5 intersection near Chips/black rock/Moritz is a real concern. Cars go very fast and their
site lines are limited to the plaza parking lot (that has Mediterranean/GRK/hookah lounge).
Coming up Tunxis Hill to take the left onto Black Rock is always a challenge. There should
32 be a left turn signal at that light.

Many cars going thru red light at Burroughs heading south. Inattentive pedestrians at
33 Katonah.

It is not a people friendly area. Too many moving cars, too many entrances and exits to
34 watch out for.

Black Rock Turnpike is horrible. It's a traffic artery that cuts through the heart of a residential neighborhood with lots of shops, in an area where teenagers, elderly people, and people who rely on public transportation often walk, wait for buses, and cross the street.

Since it's a state highway, it attracts lots of cut-through traffic, and those users have little regard for the neighborhood or the safety of people crossing the street; they just want to get to their ultimate destinations as soon as possible. They disregard speed limits - 40 is hardly their average speed - so it sometimes feels like a real highway.

Sightlines are terrible -- for instance, at the corner of Burroughs Rd. -- perhaps you should make that corner "no turn on red" given the difficulty seeing the traffic coming over the rise from Tunxis Hill, especially with the cemetery wall and land contours in that area.

I would suggest jug-handle turns (like they use on crowded strips in NJ. Yes, this is Connecticut, but you have allowed the same sort of over-development that has occurred on similar corridors in NJ, and now you have to take steps to make this Turnpike safe for the people who live and shop there.) Limit the number of driveways from which cars make left turns onto the road -- not simply with "No left turn" or "right turn only" signs, because people disregard them and turn anyway - but perhaps with an esplanade or something that prevents them from turning.

Fix the lane markings on the road -- especially since they were repainted about a year ago, they seem arbitrary in some spots, and merge suddenly from two lanes down to one, in an area with a large number of left turns (after Swanson's Fish Market, near the Citgo Station), and verge on being too narrow (near TD Bank, Candlewood Rd.).

Also, at the Tunxis Hill Cutoff/Black Rock Turnpike intersection, fix the turn by Pizza Mediterranean -- vehicles bearing to the right to stay on BR Tpk southbound immediately
35 encounter turning/merging traffic from Moritz Place and the little shopping plaza and then

if the plaza's had better access and egress, some congestion may be avoided. If the curb
36 and driveway was flush to the street, traffic would not need to slow down as much.

Need to install a left turn signal at Congress. It is almost impossible to turn during rush hour
37 traffic to cross Black Rock Tpke. onto Congress

Reduce the number of driveways exiting onto Black Rock Tpk

38 Connect parking lots to allow travel without having to exit onto Black Rock Tpk

Keep bikes off of Black Rock Tpke.

39 Stop spending money that does not need to be spent.

The one lane in front of the Citgo station doesn't allow room to pull out. I think this should go
40 back to two lanes.

I've seen way too many accidents on Black Rock Turnpike and Stillson road leading to BR. Some very serious. My daughter goes to FWMS and wants to walk home. I cannot let her. The intersection of Stillson/Black Rock is terrible. Everyone is in a rush and turning right on red even when the pedestrian sign is on. So serious and scary. Thank you for trying to make
41 this safer.

42 Any changes should prioritize traffic issues/safety -- this should not be a bike route.

In general driving around fairfield has become increasingly more dangerous and unpleasant.
43 It is an obstacle course. Narrow roads, parked cars ,landscapers ...

more left turn lanes need to be added. Stop lights also need to be moved. Take away unnecessary ones and add one by old navy. It is so dangerous making a left out of that parking lot. Stop light by CVS is also a congested one. Need a left turn lane heading toward
44 the Merritt into Shop Rite parking lot

Eliminate left turns

45

Again, please don't stop sidewalks at Tahmore - there are vibrant neighborhoods north of Tahmore which egress onto Black Rock Turnpike. We have to walk in the road now to get to
46 the closest sidewalk at Tahmore.

Biggest issue is lack of traffic control. Inability to turn in and out of shopping safely or timely. No turning lanes available and cars turning hence create congestion and dangerous
47 situations where cars swerve from one lane to another to avoid delays.

48 Maximizing safety cars, pedestrians, and bicyclists (I rarely if ever see bicycles)

Traffic in FF is beyond terrible. Speeders and cell users make it dangerous . Without limiting
49 traffic, nothing will help.

there is no plan to blackrock, its a hodgepodge of developed lots and driveways. many need to be platted and redesigned with cross easements to reduce the number of driveways. this would reduce crosswalks, lights, and ease pedestrian access. e.g. shoprite, trader joe, old
50 navy. less left turns.

51 left-turn lanes would help; more pedestrian crossings

52 Plant more trees along roads and in parking lots

BRT needs to be made safer for children in the adjoining neighborhoods to travel to schools
53 and home safely.

We need dedicated passthrough traffic lanes and slow turn lanes and dedicated bike lanes and proper continuous pedestrian sidewalks. BRT needs an enforced speed limit and traffic slowing features all the way from Merritt to I95. Only when bike lanes and sidewalks connect
54 all businesses along BRT will an urban fabric develop.

Red light cameras and/or speed cameras would be a bonus. More tickets for driving while
55 texting or talking on the phone.

There are cross road signs on Fairfield Wood Road, but it is dangerous. The intersection create too many traffics. Vehicles can make turns while pedestrians walk though the lights;
56 and there are not a sidewalk on Fairfield Woods Road meet Black Rock Tpk.

Make the driveway to Starbucks only accessible from the south bound side. There is always some idiot stopped in front Posters trying to make a left turn across two lanes instead of
57 taking the next left.

58 more turn lights

Black rock tpk is very dangerous!!

59 To many cars !!

60 Right turn only out of roads and parking lots. Elevated crosswalks at Stillson intersection

61 Turning left into Fairwoods Plaza is very dangerous. Should have a left turn green arrow.

62 Police need to enforce traffic laws better

63 The corner of the intersection where Little Pub and Potter's are is a complete disaster

64 Create a five lane roadway with two lanes of traffic in each direction and a center turning lane
Intersection of Tahmore Drive & Turnpike = nightmare.

65 Traffic lights are not coordinated. Drivers go through red lights all day long.

66 I think the Black Rock Turnpike and Tunxis Hill intersection is the most dangerous.

It may be too costly but ideally there should be ways to move from one shopping area to another by going "behind" the shopping areas - ie, no need to go back onto Black Rock Tpke; also, there should be NO turning "against" traffic when leaving each complex..ie right turns

67 only.

There is too much traffic, it is not safe for bicycles, pedestrians need to follow the walkway

68 signs.

moratorium on developments on and abutting BR Tpke until a plan to deal with congestion,

69 safety, transit, signage, landscaping is developed, approved and funded

This road is over developed with too many tightly angled business driveways that require traffic to stop to turn and enter rather than slowing to exit the road. Same on the business exits. Don't know too many cars that can make a 90 degree turn at 15 mph or greater! Cars mindlessly crossing traffic at businesses identified in this survey (between Stillson and Fairfield Woods) are especially of concern.

Too frequently, vehicles exiting these business just merge in without acknowledging regular traffic, like they have a special right to travel BRT ahead of everyone else waiting at a light. Old Navy/Starbucks area is a nightmare on weekends.

Sunday morning BR Church traffic is another nightmare!!! We cannot exit our driveways during service arrivals and dismissals. Police favor exiting church vehicles, holding up regular N/S bound traffic on BRT, creating impassable backups past neighborhood driveways. Ironically, these passionate church goers have no interest in letting anyone get ahead of or thru them on the road! They must leave the Christian spirit in the pews!

Speed is number one concern!!!! Traffic moves much too fast (most vehicles exceed 50 mph along residential areas). Don't need more traffic lights, just more speed enforcement!

70 We avoid BRT as much as possible, using back roads or shopping elsewhere.

71 Reduce the stripmall feel. Make it feel more small-town shopping & dining.

Intersection at the gas station near Samp Mortar Rd has numerous accidents- traffic re-

72 engineering seems needed

Perhaps encourage the use of alternate routes, particularly from Rt 15. Perhaps better light

73 synchronization.

I would rate relieve congestion and improve appearance equally. I think by modifying some of the current plaza's parking, it could make it less congested. I also believe the in/out of the

74 Gap plaza is extremely dangerous without a light.

Quite frankly, if you want people to walk/bike it had better be a pleasant walk/bike-- safe,
75 visually appealing.

BRT was once 2 lanes in front of the gas station/lilac house shopping center & you've
reduced it down to 1 lane. It's worse with cars taking a left into country cow, cars turning right
76 & left from the shopping center. Pls bring back 2 lanes. It's so unsafe

Disallow truck traffic from lower Black Rock Tpke and divert truck traffic down Tunxis Hill
Cutoff. A high level of enforcement activity is needed to limit speeding, distracted driving, and
77 signal/stop sign running. These are issues town-wide, not just on BR Tpke

Pedestrians also. Maybe cameras should be used to see all the violations and how people
78 drive and don't read signs

79 A light to exit Old Navy Parking Lot

When the area northbound at Brookside Drive was last restriped, two lanes were merged into
one so that the striping could then flare out into the "left turn only" lane. Congestion is caused
by merging people into a single lane, only to have them move back into the turn lane - the
other option is to have people unsafely ignore the striping, and stay to the left so that they can
move more easily into the "left turn only" lane. Change the striping back to two lanes
80 northbound, and clearly mark it that the left lane up ahead is a "left turn only" lane.

The study should start from the Merritt to Tunxis Hill not Tahmore before someone is killed
there. I don't believe consideration is being taken of the residents who live between the Merritt
81 to the shopping plazas.

Too many banks and immediate health care centers. Parking lots are inadequate. Too small
82 to maneuver safely and not enough spots.

83 Business development needs to be limited along BRT

84 turning lanes need to be added and traffic conditions improved

85 Need to make safe for school kids

86 Add left turn lanes at intersections.

We should eliminate left turns out of the driveways, except if there is a traffic light. Almost all
of the accidents I have observed is when a car attempts making a left turn, crossing over to
87 the opposite side lanes.

People constantly cut through the parking lots on both corners of Stillson & Black Rock to
88 beat the lights. Very dangerous especially for pedestrians in those lots.

In the longer run of the time period I understand this project will serve, I believe there will be
profound changes in commercial activity (i.e., fewer bricks and mortar establishments.) I
believe this will result in less auto traffic and more pedestrian, bicycle and bus traffic. I also
believe land use will turn more to recreational uses which will make the area much more
89 pleasant for walking and bicycling.

There has to be an arrow added to the intersection of BRTPE and Fairfield Woods Road. There is one on one side, but the other, which turns into the shopping center does not have one. Not only is there no arrow, the other side has an extended green meaning you can't even turn left at a yellow light. Getting into that shopping center is a death wish. Those trying to make a safe left ultimately end up holding up traffic as they wait for a break in oncoming traffic.

A green right turn arrow should also be added at the same intersection from the Fairfield Woods road side. Turning left onto FFWR gets the arrow, while those turning right onto BRTPE cannot turn on red. A green right arrow while the left arrow is activated would also
90 help the flow of traffic.

91 Need a traffic light at least on the weekends for the old navy gap shopping center
again, I feel the corridor is just fine. The only change I would make would be a bike lane and
92 more trees planted in parking lots for shade, fresh air, for the birds and bees

The intersection of Fairfield Woods Rd and Black Rock tpke, light is being blocked by a
93 hanging tree, should be trimmed or cut down

Why do I have to pick just one improvement? And why ask me if I want to attend a meeting
94 on June 7 when it is the end of July?

As I'm in Anytime Fitness on the treadmill the people that drive are SPEEDING and it doesn't matter what direction they are going. I know they have to be doing 60mph. The other problem is if they are behind someone making a left they quickly bolt into the right hand lane
95 cutting into traffic.

It was hard to pick just one improvement for #15. I think safety for drivers and pedestrians is of equal importance to appearance, and relieving congestion would help with safety issues. Also, I'm concerned with the number of people who speed through lights that are turning red (or already red) at the Tahmore intersection. I've seen MANY near miss accidents there... it's
96 a fatality waiting to happen.

I don't believe the congestion issues are due to the turnpike itself, rather a larger
97 transportation issue in the county.

98 No more state grants just getting our town in more trouble you rely on the state too much

99 Add a lane to Black Rock, remove the sidewalk.

Intersection of Blackrock TPKE and Stillson needs no turn on red signs and harsher enforcement of this. I constantly try to get across this road utilizing the cross walk button but
100 drivers still feel the need to bang the right turn and almost hit me.

The pedestrian crosswalks at the intersection of BRT and Stillson Rd. are totally ridiculous. I called into the town of Ffld about this a couple years. For years, all of those "Walk / Don't Walk" signs were stuck on "Don't Walk." I don't walk along BRT all that often, but when I did, that's what I would notice. Also, I think that because of that, you would end up getting total moronic pedestrians who decided to cross DIAGONALL across that extremely busy intersection. Yes, they were flirting with death, but every time I saw people do this--mainly kids, but not always--they always seemed to be able to make the crossing with NO PROBLEM. And they almost always made a point to just diagonally STROLL across this intersection rather than run across it for their lives. This fact, along with some other facts, got me to thinking that there is some CRAZY LONG LAG with the red lights at that intersection in particular. You have really got to do something about that. As far as I can tell, I think that those walk / don't walk signs might have finally gotten fixed. I do recall that when I called the Town Hall about that some two years ago or so, I was told that it wasn't Fairfield's problem or jurisdiction, but rather the state's problem, as BRT--or Rt 58--is a STATE road.

OK, one last thing here--you mentioned something about bike safety / bike lanes earlier on. You know, I am all for bike safety and bike lanes, but there is something more urgent going on. More and more I see bike riders riding on the road AGAINST TRAFFIC! What the hell?! Are these bike riders just as dumb as the people who seem to enjoy crossing the BRT / Stillson Road intersction?! Probably. Don't they know that riding a bike AGAISNT TRAFFIC is ILLEGAL? Don't they know that it's way more dangerous to do that than riding with traffic? I think that this knowledge has been lost to the current generation of bike riders. Now I am not talking about your typical weekend-warrior, spandex-clad (ugh!) cyclists, who typically always ride with traffic; rather, I am talking about your typical dumb teenagers or even pre-teens who are just using their bikes as a basic mode of transportation to get from Point A to Point B. Which, of course, is the original purpose of the bike. I think that these young bike-riders are taking their cues from the vast majority of joggers, who tend to also go AGAINST traffic. That is also a big mistake, IMO, and there are studies out there supporting my

101 positon, even though I am not going to get into that any further for right now, as it is a bit off

Left turns should be prohibited from businesses onto Black Rock unless there is a light. A
102 light is needed in front of Trader Joe's.

103 Left hand turn traffic lights.

Add more left turn arrow traffic lights. Fix the light from CVS to ShopRite to include a straight
lane and a turn lane. Many drivers go across from one to the other.

104

Fairfield Woods intersection needs a green arrow at beggining of light, not at end. People
heading North always clog intersection when making a left hand turn into shopping plaza.

105 Maybe a left arrow for that side as well.

Another dangerous spot and very congested area on Black Rock Turnpike is at the
intersection of Jennings Road and Black Rock Turnpike-right by CVS and Star Towing.

106 There are too many near misses there.

Yours is an uphill battle. With more and more commuters, many use the Turnpike when the
Parkway is congested, to cut across to Route 1....I still think that road rage and drivers
ignoring traffic rules are real issue here...going through stop signs, turning left out of Billy's
Bakery when the sign prohibits it, going on red...and the list goes on....Good luck with your

107 efforts!

Increase police patrolling and ticket distracted and/or speeding drivers. Too many people are driving too fast, using their phones, or just plain drive carelessly which is a danger to
108 motorists and pedestrians alike

I think left turn lanes would be an improvement and perhaps some sort of signal for people entering/exiting Pier 1 plaza and Old Navy Plaza. That seems to me to be the most
109 troublesome area of Black Rock.

Just check the police reports to see how many accidents occur along that stretch. Traffic has become particularly heavy with the addition of the new Little Pub restaurant. Stillson Road is consistently backed-up to Mayfair during rush hours which, to me, means the signaling at
110 BRT and Stillson can be improved.

111 Actually all of the above are necessary and important.

I really believe all of the above need improvement. BRT is a mess -- an eyesore, definitely not safe for pedestrians and dangerous to drivers because of congestion, aggressive drivers and poor turn-ons and offs. And, whoever designed the repaving and merge of traffic right by
112 Samp Morte did a poor job: Narrow misses all the time by those turning vs going straight!

Consolidate driveways...TOO many now hinders traffic flow and safety. Also there is no way
113 to park once and access various estan unless you reenter BRT.

114 PLEASE add turn lanes into Shop Rite/CVS.

Black Rock Turnpike needs a facelift. But it also needs to be safe for pedestrians and
115 bicyclists as well.

I hate driving between Tahmore and Burroughs Roads. There needs to be more enforcement of the red lights. Traffic flies through "my" green light. I NEVER start crossing at the above intersections before waiting for traffic to stop. 7:15 at Tahmore is dreadful. Every damn
116 morning the same cars fly through the red light.

The delayed green light at Fairfield woods shopping center is the worst safety hazard
117 because people turn left thinking the other direction has a yellow/red light, when they don't

I don't understand how downtown Fairfield can be a walking area but Black Rock cannot. It would be a wonderful addition to this side of town, however congestion needs to be
118 addressed first.

119 Traffic light out of the old navy shopping center

120 Unrelated, but why are so many restaurants in town closing.

Would be nice to do as much to Black rock tpk as was done to the downtown area. Should work to make it a more walker/ biker friendly area. Understood this would be difficult and properties are set up very differently. However, I think better/easier transit into the area from
121 stratfield with a more walker friendly environment would eliminate a fair amount of congestion.

122 Put red light cameras that generate automatic tickets when people run the lights.

123 The Burroughs intersection is bad because people always run the light there.

124 Middle left-turn lane

Intersection of Fairfield Woods Road and Black Rock Turnpike could use the most
125 improvement for safety.

126 Left hand turns should be discontinued on the entire road

As a parent who had children attend woods middle school I was always terrified when they would ask to walk home or visit s store on black rock! There are just not enough safe pedestrian walkways segregated from the crazy traffic. Also. The traffic during holiday time is
127 often unbearable

It would be great to have nice lights and sidewalks on BRT. It doesn't get enough attention
128 as the Post Road gets in terms of appearance and safety.

I shop at Shoprite and making a left turn into the parking lot is always so dangerous, especially when it is congested on the turnpike. A signal arrow giving right of way would
129 really help as this is a popular shopping center.

130 It's really too busy and usually kind of scary.

If I park at ShopRite I would love to be able to walk across the street to people's or cvs but I
131 always drive because it is such a hassle to cross the road as a pedestrian.

132 Better enforcement of existing laws.

educate bicyclists to driving rules. They need to stop for red lights and/or stop signs also and
133 stay in their lane.

Please so not waste tax payer time and money improving BRT for bicyclists. This is an important destination for so many people in town. Please improve parking and traffic patterns. Please don't expect please to walk around and cycle around. The Vast majority of people use
134 it to get things done or to get through from one place to another.

ID curb cuts to eliminate; there are too many.

Investigate potential for interior access connecting shopping centers (like a back road to take some traffic off BRT), and strategic locations for parking areas.

Add green park-like areas that promote community gathering, extended stays in the commercial corridor.

Consider traffic calming measures and pedestrian improvements.

Re-evaluate parking lot designs (the one by Party City is one of the worst, even with the
135 changes made alswvera years ago.

Do NOT accommodate bicycles. Most cyclists do not obey traffic signals or stop signs and
136 their recklessness contributes to unsafe conditions on Black Rock Turnpike.

The trees on the corner of stillson and Judd are dangerous for walkers. Everyone blows through the stop sign on Judd and I've been almost hit a couple of times. Those trees should
137 be taken down.

138 I have no problems with any "signalized areas" but the surfy forced me to check one

Well safety is a large concern of mine, I think the appearance of Blackrock Turnpike is equally important. I see many businesses such as restaurants continue to feel, and I don't think it's a place similar to Post Road downtown that people would want to spend the night out
139 at attracting more businesses and walk ability.

It would be nice if you could walk from one shopping center to another - more pedestrian
140 friendly like post road.

141 Improve appearance, safety, pedestrian safety, relieve congestion -- all of these things.

Put police officers on the road to enforce basic driving safety- ticket people who do not use
142 blinkers, run red lights, arrest people who do not walk fast enough!!!

Perhaps more continuity between shopping centers to make it easier to get from one place to
143 another on Black Rock. I sometimes feel as if it's a hike, not a walk.

144 It's an eyesore

Left into some of the shopping areas without lights or side road entrances can be exciting.

145 Would love to see some of this improved. (e.g. into Moe's parking lot)

Getting out of Shoprite plaza is unsafe with lots of cars trying to do the same. And congestion
146 approaching Stillson intersection especially on Fridays.

147 Need to stop red light runners and speeders.

See previous answer regarding widening sidewalks, implementing bike lanes, and adjusting
148 the traffic light system.

With so many children walking there after school I would love to see the road become safer.

149 Thank you for looking into this.

All of the above, but if I have to pick one then of course it is safety. I looked at the slide show
from June 7th...2 fatalities in the past 3 years and accident rates that are triple state rates.

That is horrendous and UNACCEPTABLE! Black Rock Turnpike is far more dangerous than I
ever thought. I have an April 2003 study of Route 58 & SR 732 Corridors by

MetroCog/GBRPA and nothing was done as a result of that study, to my knowledge. This
time must be different. Thank you for making Fairfield safer for all users...pedestrians,

150 cyclists and drivers.

The left turn lane recently added on BRT at Samp Mortar is confusing and dangerous. Why
make traffic merge into one lane, just to open up a second lane as soon as one lane is
151 achieved?

152 Relieving congestion would improve safety and appearance

153 I think relieving congestion may help some of the safety issues.

Must improve traffic flow. Making left hand turns needs into shopping areas and side streets
need to be first priority. The whole road north to south gets backed up when just one car is
154 attempting to make a left hand turn. Rush hours and pre holidays are totally unbearable.

I've lived in Fairfield for almost fifty years, and spent the first twenty about a ten minute walk
from Black Rock Turnpike. I've had to cross it to walk to junior high and then high school. It
is so much more congested now, I would not let my child do the same. I actually avoid
businesses on Black Rock Turnpike during peak hours, and take circuitous routes through
back roads to minimize actual travel time on the road. It's awful. Getting in and out of the Old
155 Navy complex is a disaster.

I don't think it lends itself to bicycle traffic and there is not room to add specified lanes. Also
people stopped to turn across oncoming traffic and people coming out of parking lots onto
156 roadway just aren't a good mix with bikes.

The speed limit should be 25 MPH in the part of Black Rock Turnpike being looked at. It
157 should be posted. It should be enforced by visible Fairfield Police department vehicles.

Driveway that enters Old Navy needs attention, whether it would be a traffic light or some
158 other type of resolution

159 More left turn lanes and signals, turn lanes into shopping centers.

This corridor is subject to additional congestion from recently approved high density housing from 8-30g appeals to the Planning and Zoning Commission. A 29-unit apartment building is planned for the corner of Moritz Place and BRT. This rate of growth is quickly turning the corridor into an urban setting. Wider roads, better signalization for pedestrians, inter-modal bus routes that service Fairfield train stations, and bike lanes are all needed to "maximize

160 safety".

The afternoon rush hour back up on Stillson Rd and Black Rock Tpke is terrible and dangerous. The driveway in and out of the bank across from the parking lot to the Little Pub does not work at that time. There should not be left turns allowed out of either driveway st that

161 time.

162 wish I had seen this BEFORE the June 7th meeting.

There needs to be more businesses such as restaurant north of downtown and connections behind black rock tpke thru parking lots

163 behind black rock tpke thru parking lots

164 Ticketing speeders people think Black Rock Tpke is a thruway

165 The traffic light at Burroughs is terrible!

I find that the traffic is very busy - Cars turning in and out of the parking areas for shops have a hard time...And people have a tendency to drive too fast or not allow someone to turn in or on the pike. Buses etc also slow things down and it makes it hard to consider shopping in this

166 area after dealing with traffic.

167 Congestion is the biggest problem. Making it more pedestrian friendly is a close second.

One very key improvement which would put a stop to further development/congestion would be for the town bodies like TPZ to continue squashing developers' plans like the one for an assisted living/memory care unit behind Little Pub on Stillson!!!!

168 assisted living/memory care unit behind Little Pub on Stillson!!!!

Need two travel lanes both north and southbound with a turning lane in the middle.

Some of the entrances and exits i.e Shoprite are too tight. Older drivers/drivers with bigger cars have trouble manipulating these turns. Sometimes they swing into the second travel lane to get out, which halts both travel lanes.

The interaction at Samp Mortar was far better before it was relined this year. The space is there for a turning lane, yet it has been drastically reduced by the new line striping.

More emphasis should be put on businesses that have rear exits access to make their lots one way, having the entrance on black rock and the exit from the rear dump to fairfield wood or such. I.e CVS front lot should be one way with a right hand turn exit only back onto black rock.

The short dead end road across from mcdonalds should be used as an entrance to access that whole strip of stores up to and including Cinzanos. All the entrances and exits from that street up to Cinzanos should be eliminated, with only one entrance and one right hand turn exit only from Cinzanos lot. This would also increase parking volume for all these businesses. A right hand turn lane could be carved into the land in front of the liquor store to accommodate those that are turning into the lot.

There should only be one entrance into the trader joe's shopping plaza. Eliminate the one for the bank. The only exit for that lot should be on the fairfield woods side.

169 Need a crosswalk at Tunxis Hill near the school. Very dangerous for the kids and dogwalkers
Weekend and Holiday traffic are difficult
Lack of parking for The Little Pub has made for more congestion
Exiting and entering shopping plazas can be tricky, as cars are either going very fast or very slow

170

More enforcement of: people disregarding red lights at Burroughs and Stillson and speeding
171 throughout the entire stretch.

It seems like there needs to be more lights to get cars in and out of the different parking lots and the lights need to be timed to improve the flow of traffic. Cars should be stopped from making unprotected left turns along the business corridor using yellow flexstake traffic
172 dividers where applicable.

I would love a cross walk from The plaza that has five-o deli to the plaza that has Chips with good signage to yield to pedestrians. I would also love to see a light put up to leave Panera
173 exit onto black rock that also handles duchess exit and gap/banana republic exit.

174 A middle turn lane and more intersections with lights may help improve the congestion

I think left turns cause problems esp across three lanes, like into starbucks. Are they even
175 legal across a double yellow line?

Not pedestrian friendly, crosswalks delay traffic patterns when walkers push buttons then
176 don't wait for the signal, which upsets drivers

BRT has been neglected when compared to the Post Road. Need less driveways, improved streetscape and lighting, and improved pedestrian access.

traffic signals need to be upgraded...for example a green arrow is needed to turn left onto Burroughs Rd. from black rock tpke.

Please upgrade it in the manner of the post road. It needs to be beautified so it doesn't look like the poor side of town

Adding a few brief turn lights would help several intersections.

The area around Trader Joe's, The Gap, Panera, Penny's Diner is very unsafe and needs to be addressed.

It should be more walkable. It's too dangerous to walk down the street due to the intersections and lack of safe crosswalks. There should be an easier way to walk from the Old Navy plaza to the Traders Joe's plaza

I chose maximize safety because that is very important, but improve appearance is an extremely close second.

Traffic guards help facilitate turning left out of the GAP parking lot.

The driveways into and out of the Gap center & trader Joe's center need to align - it's dangerous. Same with Lilac House and country Cow

More stroller/wheelchair access needed between shops to avoid driving from shop to shop. Right turn only out of some exits or traffic lights out of busiest exits e.g. Panera/Trader Joe's and Old Navy/Gap.

It should be as attractive as downtown Fairfield by the library - nice lights along the side walks, banners on the lights, pretty plantings, better zoning for signs, WAY more trees

In winter make sure all intersections are plowed so pedestrians can cross the road without have to climb snow hills

BRT has grown so quickly with no road changes - left turns, other than at lights, should be forbidden. In my 30 years in Fairfield this seems to be the number one reason for accidents and traffic jams.

Consider possibility of barriers to keep cars from crossing the road except at lights; would have to have more turn arrow lights to allow for turning, perhaps jug handles for turning.

Some traffic light timers seem off. Also some intersections should have left turn signals. (TH cut off onto BRT)

Turning lanes for left turns into malls

I know people who avoid going to the CVS and Shop rite on Black Rock because getting in and out of the parking lots is a nightmare. The parking lots themselves are hard to navigate and are congested.

I see no real solution to this, too many businesses create the congestion.

Strip malls are inherently ugly, primarily for the benefit of automobiles rather than the quality of life of the inhabitants.

Black Rock should be designated DOUBLE FINE + POINTS area for distracted driving. Just like "Fines Double" in work zones, if you're caught talking on a cellphone, texting while driving or even browsing the Internet on Black Rock Turnpike it should be considered especially egregious.

Also, consider "don't block the box" or an extended amount of time between a red line and the cross street turning green. Too often people try to beat the red and end up in the box.

currently too much traffic along BRT. many speeding, distracted driving...etc. BRT is accident waiting to happen. congestion for town is unbearable on the weekends. bad during week worse on weekends.

Too many in and outs the the parking lots- maybe make one in and one out with lights. Need to reconfigure the lots.

I didn't check "improvements to transit service" because that would take improving the entire transit service, which I don't believe in under Fairfield's control. That being said, I would love an efficient and effective mass-transit system.

The traffic from that church close to RT15 is ABSURD on sundays. The town should be ashamed that even WITH A POLICE OFFICER DIRECTING TRAFFIC that congestion is allowed to back up well beyond RT15 in one direction and back as far in the other direction. The town needs to enact more enforcement of people driving like shit (on their phones, cutting off cars making left turns out of businesses, failure to signal). Blackrock is an extremely dangerous stretch of road that the town consistently ignores.

-fix left hand turns
-distracted drivers via camera-heavy fines
More police presense especially during busy times.

Should not have bike lanes because road can not handle bike lanes do to width of road.

I work at the corner of Burroughs Rd and Black Rock Turnpike at Lawncroft Cemetery. Many accidents at this intersection and people have been killed. Distracted drivers and speed are a problem. Recommending a green turn arrow

Thank you for this. The traffic is horrendous. I come from NYC. I feel much safer there than on Blackrock Tpke with its unregulated speeding traffic.

I live along Black Rock (just below Tunxis where this survey ends) and the street is posted 25 mph but people continuously go well over the speed limit. This happens at all times of day (high car volume during commuting time and heavy truck speeding even at night). I often spend 5-10 minutes trying to leave my own driveway because of how fast people are going even in a residential area. Nevermind the hazards the speeding and congestion present to pedestrians, bikers, residents and even kids waiting for buses. Traffic congestion and speed desperately needs to be addressed for the safety of everyone.

Fix the confusion at the circle near Staples Plaza

As in other key areas of Fairfield, it's not pedestrian or bike friendly and there seem to be few standards in terms of the overall look of the area. There is no apparent vision or masterplan. and relieve congestion

Congestion is the main issue on the BRT. If the traffic lights were in sync, traffic would run smooth one way and then change so the side streets can go smoothly. I think the traffic
210 lights need better timing.

211 Stop light times are not long enough between changing

You forced responses on list of "improvements" where you should have included none of
212 these as a response.

I live very close to the turnpike and the amount of through traffic is a huge hazard. Many or most traffic through the area travels at 40mph or more. A large number of tractor trailers use the corridor, often speeding, and then use hard engine braking when they get south of the Tunxis Hill intersection and encounter the blind curves and stoplights. I see this as a tremendous safety risk. Attempting to enter the road from side streets is dangerous as well with blind turns and endless congestion. Finally, as a resident of the area it takes me 10-15 minutes to travel 1 mile to Fairfield Metro in the morning with all the cars and trucks traveling
213 through the area, again due to car and truck congestion.

While it's a busy street I think the town should focus on other priorities such as education and
214 taxes.

I grew up on Burroughs Road and have watched BRT evolve into its current state of confusion and chaos. The area needs a total overhaul of development focusing first on safety
215 and secondly on traffic planning.

Part of maximizing safety is protecting pedestrians. There are a number of students from the middle and high schools that walk along the turnpike in the mornings and afternoons at it's
216 just not safe.

Get rid of and enforce illegal signage, it's a horrible, unsafe distraction AND looks trashy. Also, EVERY tenth car, most likely as far as I can tell, RUNS a red light on BRT at the
217 Tahmore INTERSECTION. That is a fatality waiting to happen.

"Downtown" is often made a destination but black rock is not, restaurant week, trick or treat,
218 sidewalk sale

Actually all of your improvements are important... I would also add improve transit service
219 and appearance

220 It is not safe for a bike route with the amount of car traffic.

road should be separated with express traffic to the Merrit and local traffic to use for getting to
221 destinations along Blackrock

See previous response. Need a light coming out of the shopping center with Donut Inn. Very
222 dangerous

maybe some welcome to fflld signs similar to the look and size of the blue one outside Indp Hall listing various town attractions (like downtown, Audubon, train stations, FTC, Museum, beaches, Lake Mohegan, etc) and arrows for directions. Or just a focus on fflld attractions to
223 help local economy-I believe Bpt does this.

If you lower the black rock turnpike about 12 inches south of tahmore drive you will lower the
224 flood zone potential for a lot of houses

Remove lights at Tahmore, Samp Mortar, Brookside, FFld Woods (improve sight lines there), Shoprite/CVS, Katona, Burroughs, Tunxis & Old Stratfield, Tunxis and Stop & Shop; creates flowing traffic, less congestion. Replace some with pedestrian (not car) traffic lights/buttons
225 and crosswalks. Alternatively, more trippers on side roads.

226 We need more people walking on BRT and less people in and out of their cars to get 1 block.

I live on Black Rock Turnpike

I was retarded March 5 2016 almost killing me, I had trauma to head and other injuries. This road is unsafe, and I own a day care. Sitting waiting to get into my driveway is unsafe for all
227 of my day care people and my family.

Overhead street signs would be helpful as they have in southern towns. Longer light
228 changes.

229 Sightlines are poor

Require properties to connect parking lots to one another with central entrances and exits
230 between properties. Approximately 57 entrances and exits in 1/2 mile is too many.

It's good the two lanes heading south into Samp Mortar light were restored, but heading north into that intersection where it narrows into 1 lane - eg, in front of the Donut Inn/Lilac House/closed bank - is an accident waiting to happen. I'm nervous every time I drive that (multiple times a week) due to drivers not being careful in that area. Remove the bike lane and restore to the two lanes it used to be. Bikers can get off their bike and walk carefully
231 through there in order to allow car safety.

Again: please restore the intersection at Samp Mortar to the way it has been for decades. In addition, intersection at Ffld Woods needs to have the green arrow at the beginning of light,
232 not the end...heading away from Merritt.

The district relies too heavily on outdated planning principles. It's much too suburban for what
233 is defacto and urban center.

You need to extend the area of focus to the Hi-Ho and Congress street. And honesty is
234 needed here.

as stated prior. Too many left turns into shopping areas that hold traffic up due to cars
235 blocking the entrances so the left hand turn car can not move.

236 Signals on Turnpike Shopping Center and People's Bank intersection needs improvement.

Appearance and safety are huge- would love it to be more like downtown. A nice looking, safe
237 place to stroll!

Considering the limited ground level area available to provide an alternative route for vehicles going through the Black Rock TPKE business district to the Merrit Parkway, one might consider a tunnel beneath the area.

Then you could reduce (and enforce) the speed limit for those vehicles accessing the local business in that area. Pedestrian/bicycle sky bridges from one side of Black Rock TPKE to the other side would greatly increase pedestrian/bicycle safety.

Relocate those establishments (McDonalds/Duchess/Dunkin' Donuts/Bagel King, cleaners ect.,) to which people make quick in and out stops at either end of the business district you have designated on the map..... like have one big plaza(area) where TJ Max is located. This would eliminate more unnecessary traffic for the business where people spend more time shopping.....like Shop Rite, Old Navy, Pier One Imports, eat in dining establishments. CVS and People's Bank should not be located in heart of the business district because they contribute to a great deal of the congestion/confusion.....too many driveways close together contribute to the congestion, confusion and unsafe conditions for all in the heart of the district.

It would have been beneficial to list the statistics on the percentages of people in the various age groups in Fairfield and/or of the people who regularly frequent that area. I would think that would dictate where to put your emphases when redesigning the area. I don't think most older folks would need a bike lane. Maybe golf carts/lanes like the Villages in FL would be

238 more appealing to this age group.

A major problem is the number of entrances and exits to shopping areas along the road and people trying to make left turns into them and out of them. The barriers separating the
239 business areas need to be taken down and fewer entrances/exits made.

In a time where there is a budget crisis, the funds designated for this project could be better
240 used elsewhere

Although it's difficult to walk safely along Black Rock Turnpike, it's virtually impossible to safely cross the Turnpike on foot! I would suggest a median, pedestrian push-button traffic
241 controls, etc. to enable pedestrians to cross the Turnpike.

The traffic on the Black Rock Turnpike is extremely dangerous for drivers, bikers and walkers .

242

243 a safe and guarded bike path

244 I believe auto traffic should be given priority

Black rock turnpike shopping areas should be more quaint/town like and less commercial/industrial looking. In addition it would be great to be able to walk/stroll and bike
245 the shopping areas

Dress up the store fronts, add some street lanterns, make it look like an appealing place to
246 be, like post road in downtown

Driving south on BRT, the signal at Burroughs Rd should have a left turn arrow. We really
247 need to get new business into the former Citibank and Miri Kitchen space.

I do most of my errands on black rock. I have to go in and out 5 different parking lots within
248 1/4 mile. I would love a redesign of the whole area. Like a "legacy place" in Massachusetts.

249 Very happy to see this area of town getting attention.

250 Enforcing the speed limit will solve all the safety problems.

Timing of light at Tahmore and Congress makes it difficult to turn left onto Black Rock
251 Turnpike from Creconoff and Nonopoge.

252 No problem with this road.great sidewalks the entire lenght of commercial area. Leave it alone

The Gap/Old Navy entrance/exit is a nightmare. The midsection of the turnpike is challenging
to drive with Shop Rite on one side of the steet and CVS on the other side of the street.
253 Heading north, the left hand turn into the Cleopatra shopping center is another nightmare!!!

Car traffic has become increasingly difficult to navigate. At peak congestions, Cars can't get
out of shopping centers unless the aggressively block traffic causing further disruption in
254 traffic flow

The state must pay attention to traffic volume and lack of other use safety when approving
255 plans!

Safety is pretty good in the shopping area. Just enforce the speed limit or decrease the speed
limit. That will solve motorist and pedestrian ability to cross street without any other costly
256 improvements. Bike season is short. Spend money on that

Fairfield police should actively enforce the speed limit and laws against aggressive and
257 distracted driving.

The only congestion I see is the 3-6 pm weekday back up at rock ridge through samp mortar.
PLEASE don't put more lighting which effects surrounding residential. This road is very well
258 lit.

The Old Navy Plaza entrance and exit needs to be looked at. Turning left while facing the
259 Trader Joe's plaza is a major safety concern.

Fairfield, in general, is overbuilding without enough consideration to traffic, safety and
aesthetics. Thank you for the opportunity to share feedback. I hope positive outcomes will
260 result from these efforts.

Since the little pub moved in the stillson intersection is a mess. People dash across from
261 bank because parking isn't sufficient

Make left turns illegal unless there is a light to guide you. Too many people taking lefts across
262 lanes of traffic with no sight line. Causing so many accidents.

I use Tahmore and Woodridge to bypass congested road and come out on Burroughs
263 intersection - avoid crossing road if at specifc store-have right turns only if no traffic lights

264 Left hand turns are biggest problem. Also the speed of through traffic, alway above limits.

265 A left turn lane from Burroughs Rd onto Black Rock Tnpk

266 also relieve congestion

We need a dedicated bike and pedestrian lane in Black Rock. Tahmore is not where the
trouble ends. Safety with the new church traffic is awful and drivers routinely travel 50mph+
267 with dangerous intersections at Creconoof, Nonopoge and Congress.

Less congestion from traffic moving between i95 and the Merrit would make everything else
less of an issue -- especially safety for pedestrians and bicycles. Unfortunately, that is
268 probably the least likely to happen.

I have no idea how you might relieve congestion, without sending cars into residential neighborhoods that do NOT want that. But..there are too many cars, too much of the time.

269

270 Would like to see pedestrian and bike friendly lanes

Needs center turn lane--people making left turns SEVERELY affect traffic. People behind them get frustrated and try to go around/speed past. A center turn lane would help

271 tremendously.

The really unsafe area of Black Rock Turnpike is between I 95 and Tunxis Hill Cut-off, not
272 the shopping area.

Keep in mind needs of all constituents (drivers, walkers, cyclists) so that improvements for one group do not detract from another. For example, if improving walkability would increase
273 traffic congestion then the improvements would not really be worth it.

Drivers in Fairfield have no regard for traffic laws, from Black rock to Stratfield, College students use local roads as cut-thru. Police handing out tickets would eliminate need for
274 expensive govt projects.

I don't think any additional travel lanes are needed. However, BRT-bound traffic often backs up on Stillson (coming from Osborn Hill School) at the red light. Also, separated bike lanes
275 would be very beneficial.

276 Add improvements to transit and safety to above answer

bike accommodations are too dangerous with traffic load and distracted driving. can't follow the law, 3ft distance without risking your car and other drivers. can't watch all the openings
277 and bikes.

Try to at least get businesses to paint clearly the lines that mark their driveway lanes and
278 parking spaces and take down unneeded signs that distract drivers.

See comment on previous question. Also note that your question on signalized intersections required an answer so I put Katona but I don't think it's truly needing an improvement. I actually think the existing signalized intersections are ok. It is where there are no signals where you see the biggest safety issues. It is terrible to drive on the BRT during the weekends and afternoon rush. Way too much traffic and too difficult to make a left turn in and out of some lots. It has helped to have police at Christmas time at Old Navy. I also think it would help if there could be connected access behind the buildings so for example if you need to go from the building on Stillson (427 Stillson) to Shop Rite, you could modify the parking lot to drive easily there from the back rather than exiting onto Stillson and turning right on BRT. Similarly the lot for A&S could connect to Shop Rite. Connect Paper Store, Old Navy, Little Pub lots from the back. On the other side, connect Mobil, Fairfield Urgent Care, Garden Catering, Dr. Gould, CVS, then Lilac House and Shell/Primo with a drive behind the buildings. Many of us make multiple stops and if you can create more accesses off the BRT, you can minimize the number of people exiting lots only to drive a little farther and enter another lot. Allow a left turn out of Billy's Bakery instead onto the road it share's with McDonald's rather than forcing people to exit directly onto BRP. Have an exit for Panera/Trader's Joe's onto Fairfield Woods Road. BRT is an unattractive, overly busy road but there are definitely ways to improve traffic, make it more convenient and also more attractive (secondary priority after addressing functionality). If you can create some sort of service roads behind the buildings, you could build in bike paths here as well. I appreciate that someone is reviewing this and look forward to seeing changes. I cannot participate in a

279 public meeting but will continue to respond to surveys.

Cars making left turns out of shopping centers are the biggest problem, especially the large
280 center containing Old Navy. They often turn and don't stay in their lane.

Increased biking and pedestrians won't significantly reduce vehicular traffic. People will still
need to move their cars between shopping centers due to packages. What's needed are
281 linking parallel lanes behind the shopping centers to relieve traffic on the main road.

You have picked the right stretch of roadway to do a study of....it is a very dangerous stretch
282 of road with way too many distractions due to many businesses/driveways/intersections.

Stop cars from being able to turn left from parking lots onto Black Rock-only allow left turns at
283 traffic lights!

More left hand turn signals would also help.

Elimate trucks

284 Too many ch noise pollution from trucks and motorcycles

Because the road is only two lanes in each direction, drivers are constantly stopping to make
left-hand turns and backing up traffic behind them. Then people try to cut over to the right-
hand lane to get by them. As people slow down to make right-hand turns, people cut over to
the left lane to get around them, only to run into people making left hand turns. The design of
285 the road encourages this weaving from one lane to the next.

I would add that not only is it unsafe for bikers/pedestrians, but it's unsafe for drivers as well! I witnessed a minor accident just last week at the Old Navy plaza, when a driver tried to pull out onto BRT and another driver who was going too fast and couldn't see the car coming out and drove right into the side of the other car. This was not during holiday times, which used
286 to be the only problem. Now it's "holiday season" all the time on BRT.

Biggest thing one can do is work on the timing of lights to keep more cars moving more often,
287 and create a left turn lane in the middle.

There are too many people making left turns causing frustrated drivers to try to pass on the
288 right. All Turns need to be limited.

I've lived in the neighborhood for 31 years and have been horrified. The Shop-Rite, Trader Joe's, and CVS parking lots are incredibly overcrowded and dangerous. I'd like to see a traffic officer stop cars from standing and waiting in front of stores while other cars need to
289 pass to leave or find parking spaces.

290 How about police directing traffic at times other than just before Christmas?

I think congestion is here to stay. Perhaps there are some traffic calming methods that could be employed, plus some new signage. And there's got to be a way to make the road better
291 during the winter holidays rather than having a poor traffic officer trying to corral the hordes.

Would love to walk from lake area to shops/restaurants. Also, old black rock turnpike needs speed bumps stat before someone gets hurt. Cars use it as a cut through (which doesn't even
292 make sense). Dangerous speeding on OBRT.

Unfortunately, I think a lot of drivers are just distracted, not quick at lights, kind of dumb, etc.
293 But I guess we need to make it more fool proof for them.

Overall, Fairfield should start to consider new urban designs where residential and
294 commercial buildings (along with education) are co located in an area where it is walkable.

My main concern is the intersection of Tahmore and Black Rock TPKE. People ALWAYS run the light coming north and south on BRT making it dangerous to turn out of Tahmore without waiting an unreasonable amount of time. Light needs to accommodate for the running of the
295 light.

Although the volume of traffic seems to be the major problem given the poor design of the Tpke, I feel that the other major issue falls on the shoulders of the drivers...too often speeding, texting or talking on their phones, and generally behaving in an unkind way. Most people who live near BRT find it a very unpleasant experience, and tend to avoid shopping there. I've lived in this area (very close to BRT) for over 60 years and it gets worse each
296 year. It is the least attractive and most unsafe part of our town.

297 We need to relieve. Ingestion improve appearance and safety

I would love to see both traffic calming (emphasis on calming) and increased police presence.
298 Look at Greenwich Ave, used to be scary now safe and inviting.

299 Pedestrian and bike safety are major concerns for me.

Actually I think the traffic lights on BRT may be the best in terms of getting traffic moving as
300 they can be

Black Rock Turnpike needs to be redesigned to be one lane in either direction with the center being a turn lane to get drivers into or out of a business. This would reduce the need for police directing traffic at Old Navy during the holiday season. This will also slow the traffic, reduce number of drivers who cut off other drivers, and allow traffic in/out of businesses.

301 Would also allow space for a dedicated bike lane.

Fix the intersection at Brookside and BRT.

302 I would like to attend the meeting 6/7 but have a conflict and will be unable.

Add crosswalks and lights at major shopping entrances. Bike lanes and sidewalks would help. Traffic cops. It's scary to drive and impossible to cross from A&S to Layla's. I've tried it on

303 foot a few times but its too scary.

It would be nice if GBT had a Commuter Connection Bus from the Black Rock area to the Fairfield Metro train station so I don't have to walk to Fairfield Metro or take the 10 bus all the

304 way to the Bridgeport Station

With all the stroes and driveways everyone needs t obe more alert when people are walking on sidewalks, crossing, and walking from CVS to Dunkin Donuts. Been almost clipped with

305 drivers coming and cars that inch up and block sidewalks- keep sidewalks clear

Unmarked police cars-heavy violation costs-check up of Ins. Random- random breaker tests

306 for liquor and drugs for speeders

307 Put an espanse in middle of road

Optional - What is your home zip code?**Answered 846****Skipped 223**

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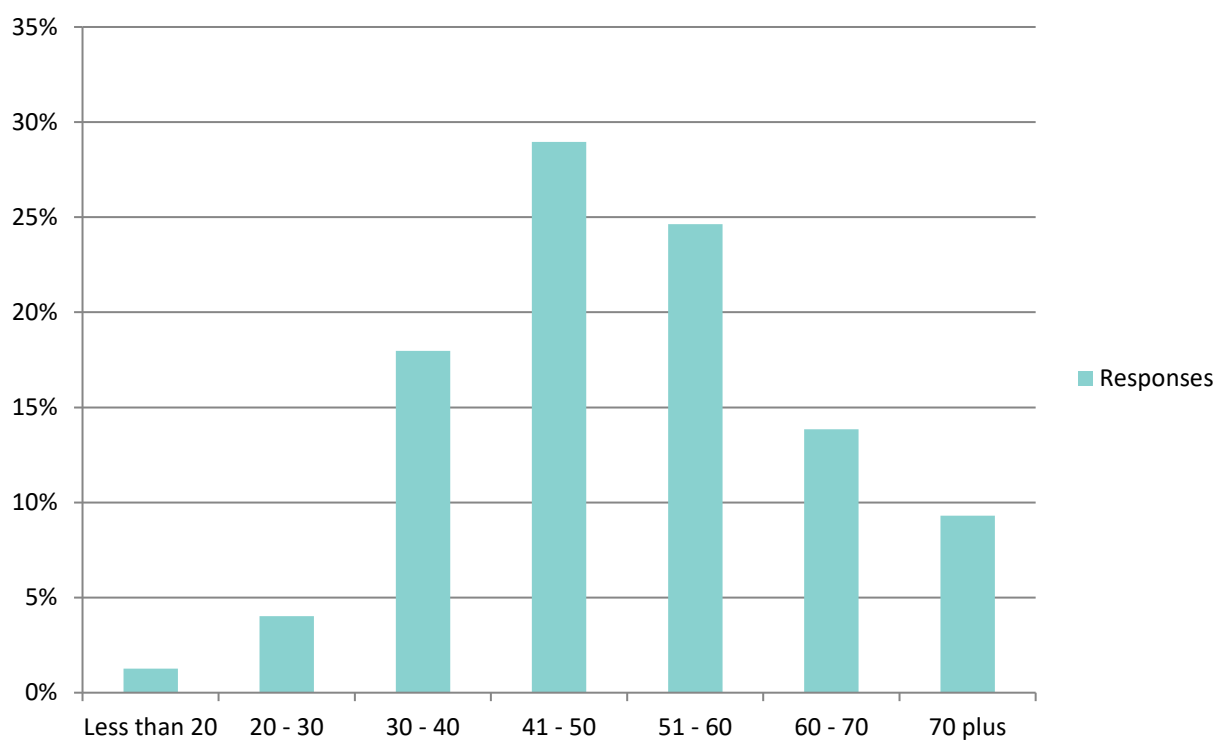
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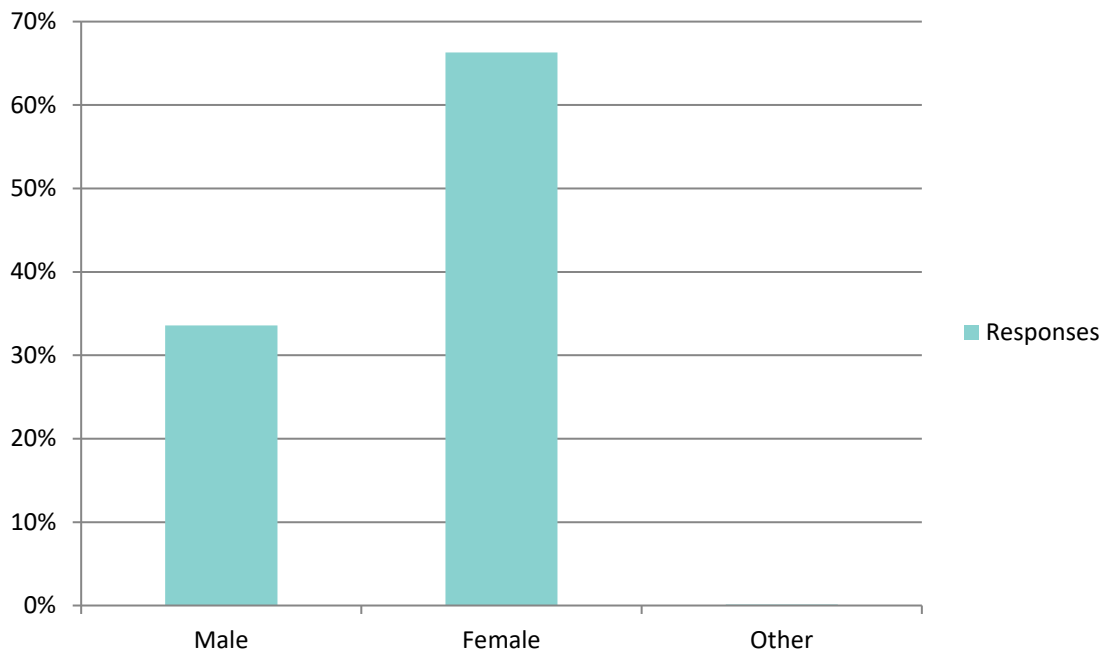
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783	06825 Shelter Rock Rd. I walk the neighborhood daily.	
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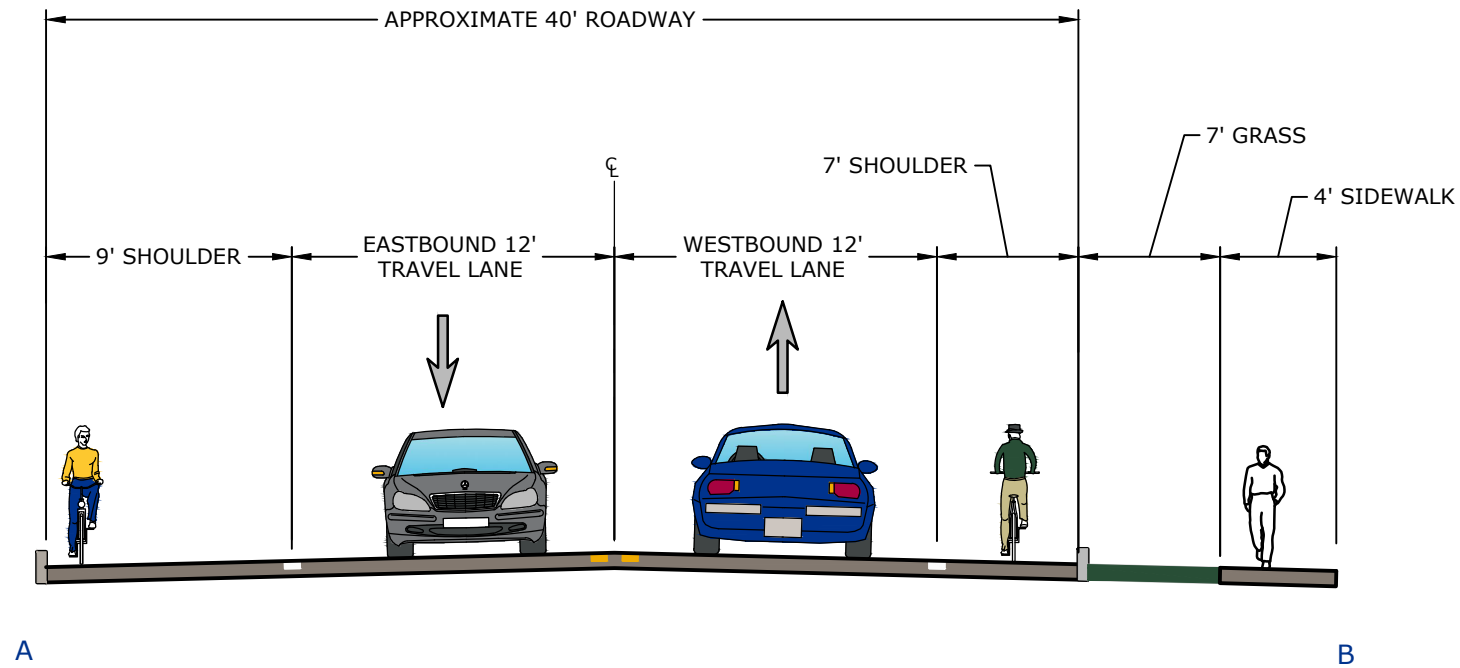
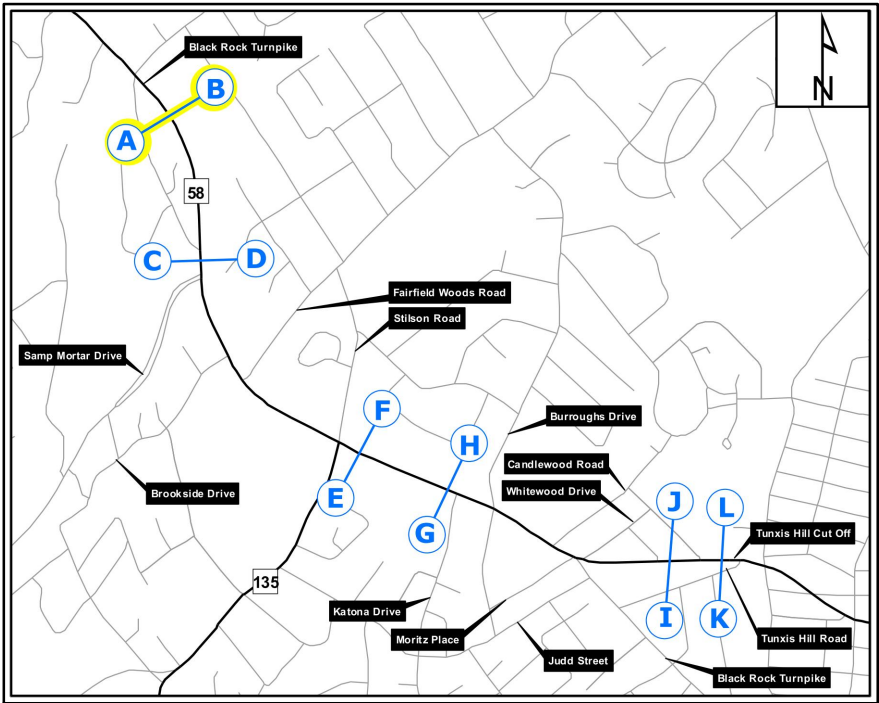
Optional - What is your age?		
Answer Choices	Responses	
Less than 20	1%	12
20 - 30	4%	38
30 - 40	18%	170
41 - 50	29%	274
51 - 60	25%	233
60 - 70	14%	131
70 plus	9%	88
Answered		946
Skipped		123



Optional - What is your gender?		
Answer Choices	Responses	
Male	34%	312
Female	66%	621
Other	0%	1
Answered		934
Skipped		135



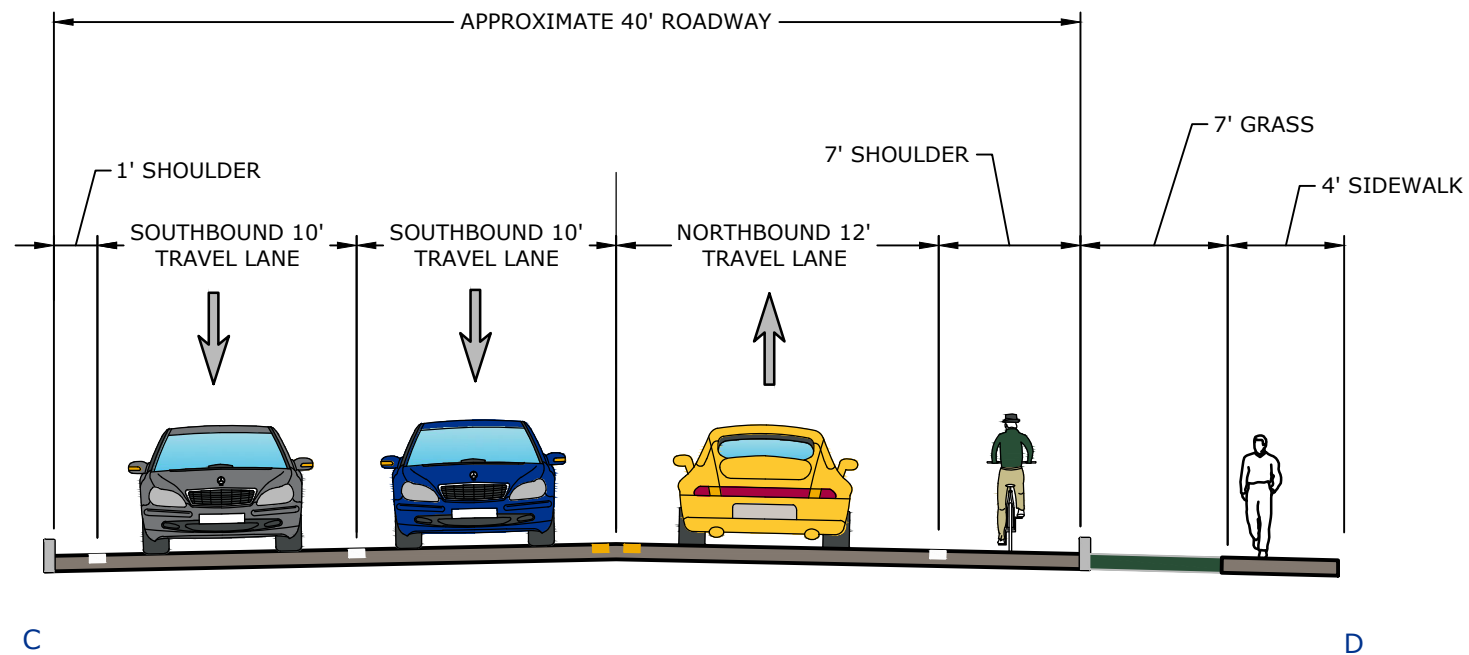
APPENDIX B: Roadway Cross Sections along Black Rock Turnpike



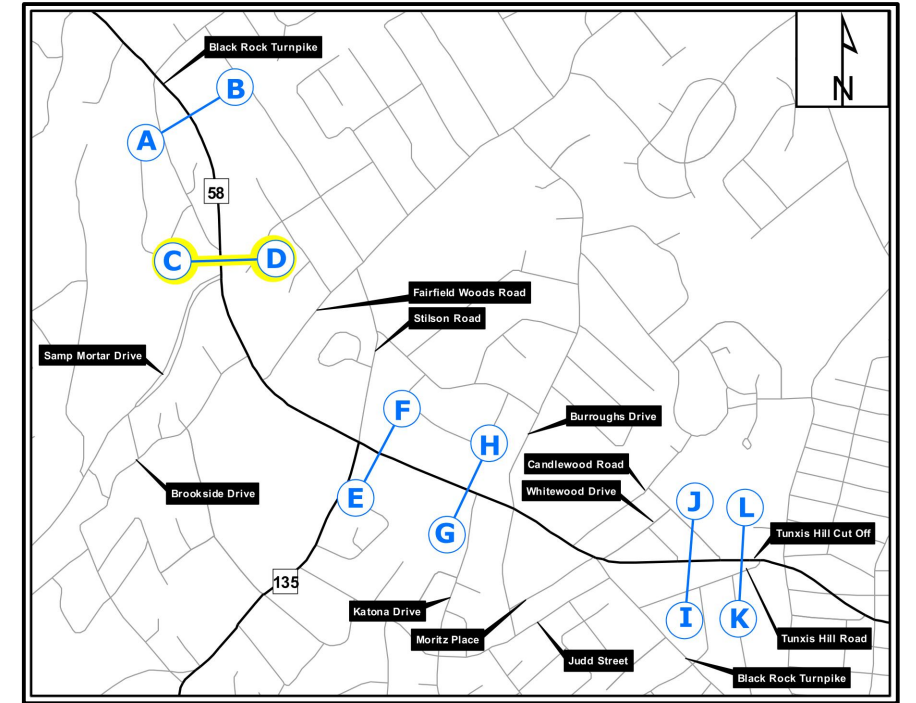
SECTION A-B: SOUTH OF TAHMORE DRIVE
(LOOKING NORTH)

BLACK ROCK CORRIDOR STUDY FAIRFIELD, CONNECTICUT		
ROADWAY CROSS-SECTION A-B		
DATE:	08/31/2017	 www.tighebond.com
SCALE:	NTS	
FIGURE	20	

Dec 01, 2017-11:07am Plotted By: CDY
Tighe & Bond, Inc. 1:\C5003 CT METROCOG\001 Black Rock Tpke Study\Drawings_Figures\AutoCAD\Sheet\XS-C5003-01.dwg



SECTION C-D: NORTH OF SAMP MORTAR DRIVE
(LOOKING NORTH)



BLACK ROCK CORRIDOR STUDY
FAIRFIELD, CONNECTICUT

ROADWAY CROSS-SECTION C-D

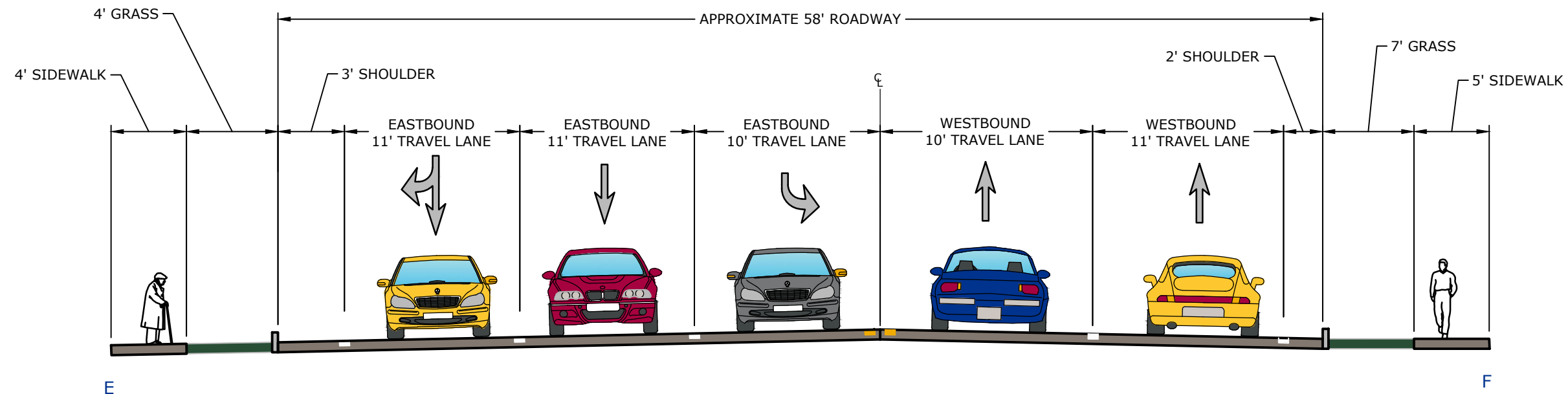
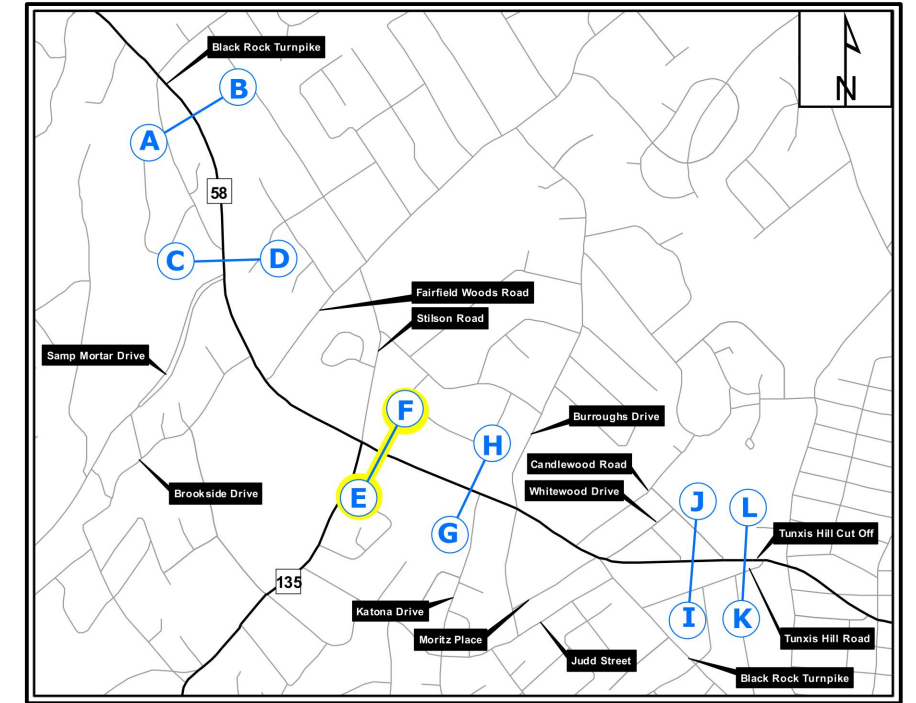
DATE: 08/31/2017

SCALE: NTS

FIGURE 21

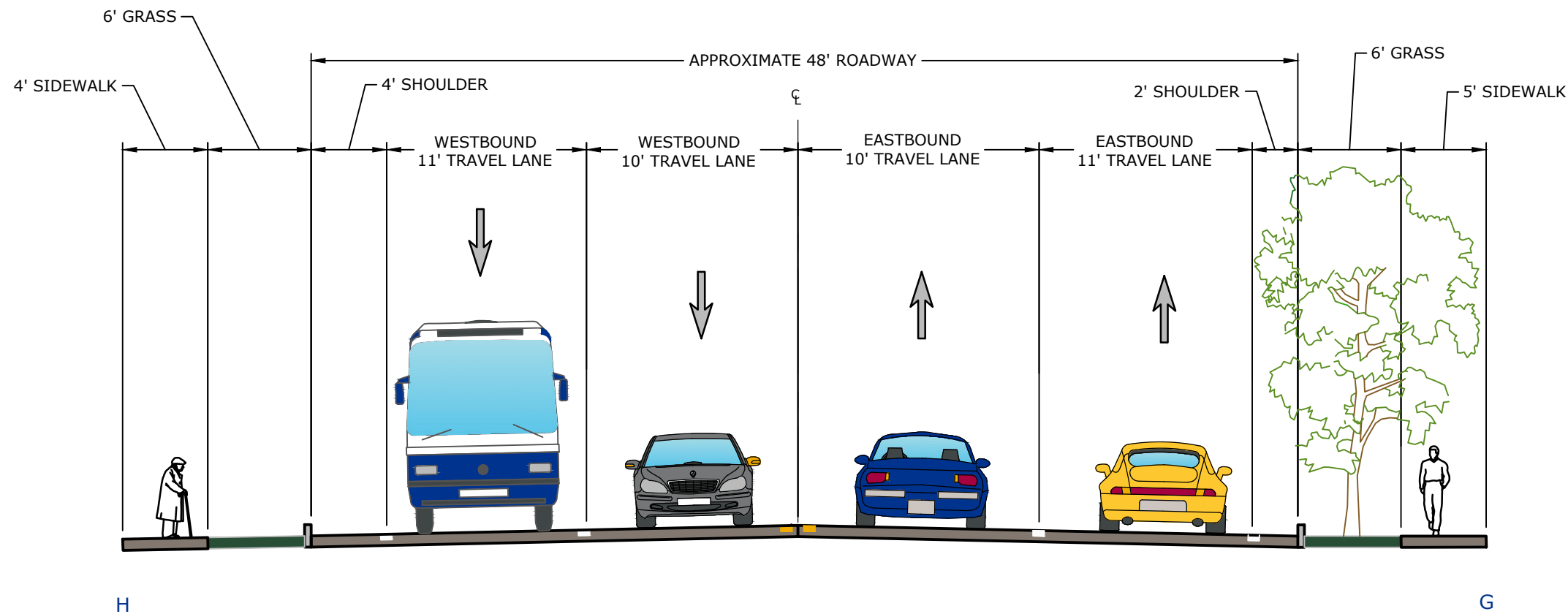
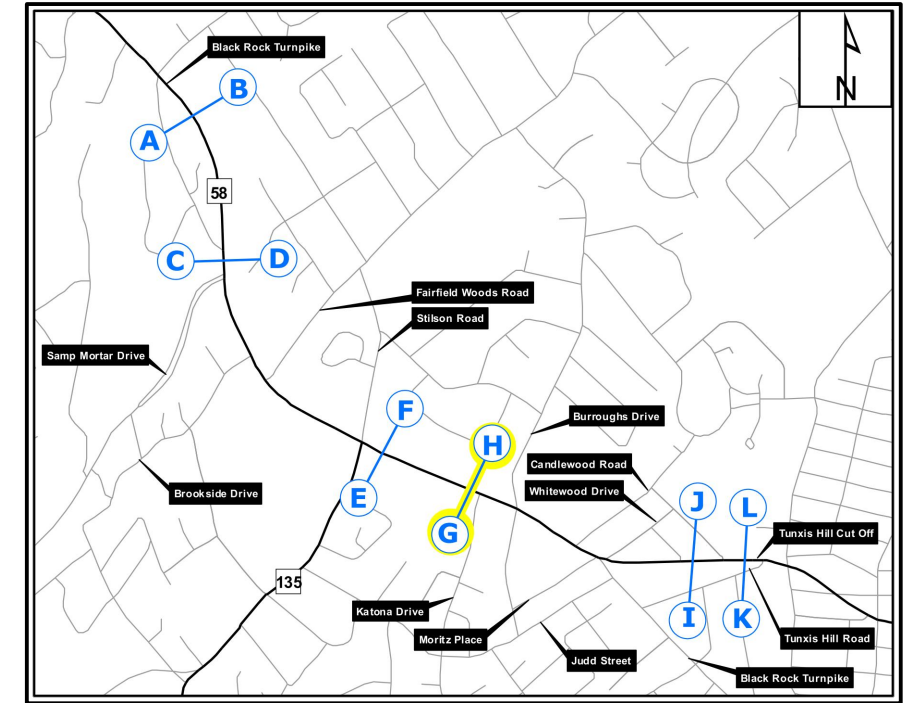
Tighe&Bond
www.tighebond.com

Dec 01, 2017-11:07am Plotted By: CDY
Tighe & Bond, Inc. 1:\C\5003 CT METROCOG\001 Black Rock Tpke Study\Drawings_Figures\AutoCAD\Sheet\XS-C5003-01.dwg



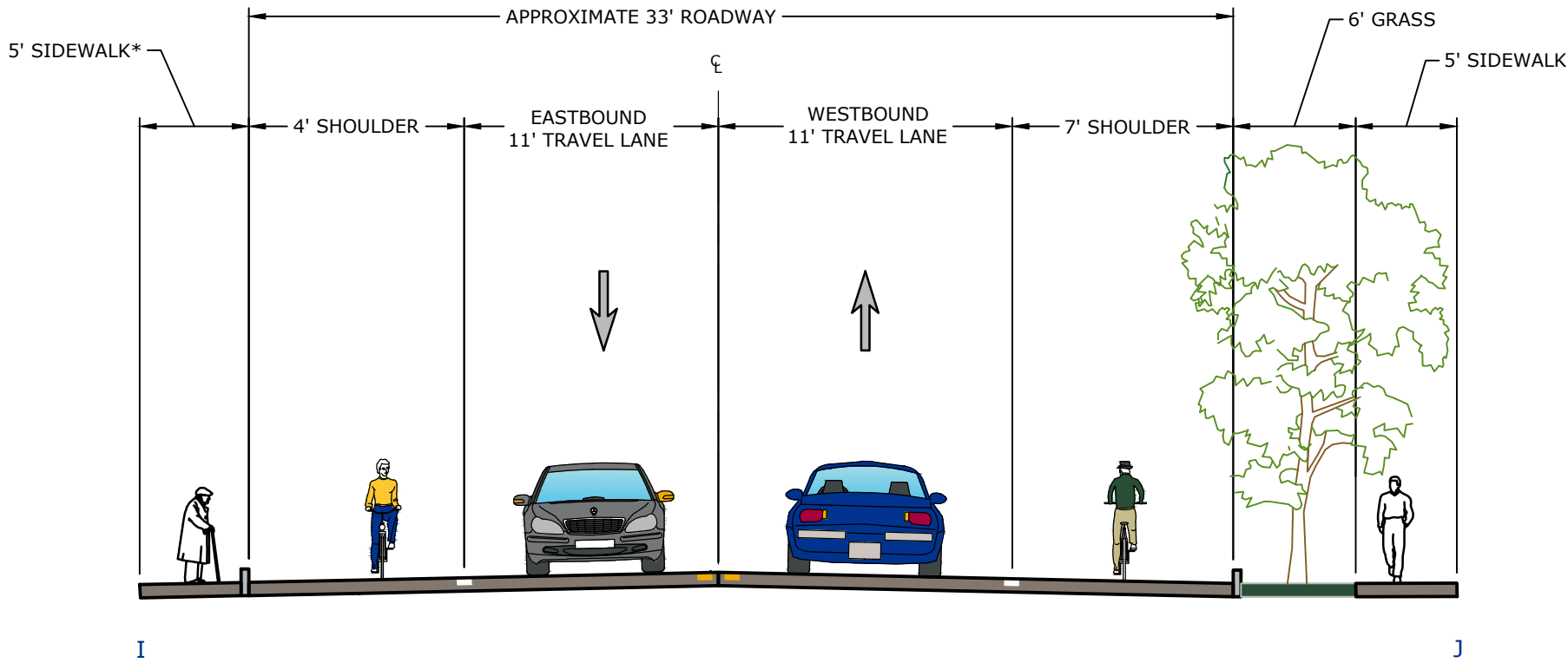
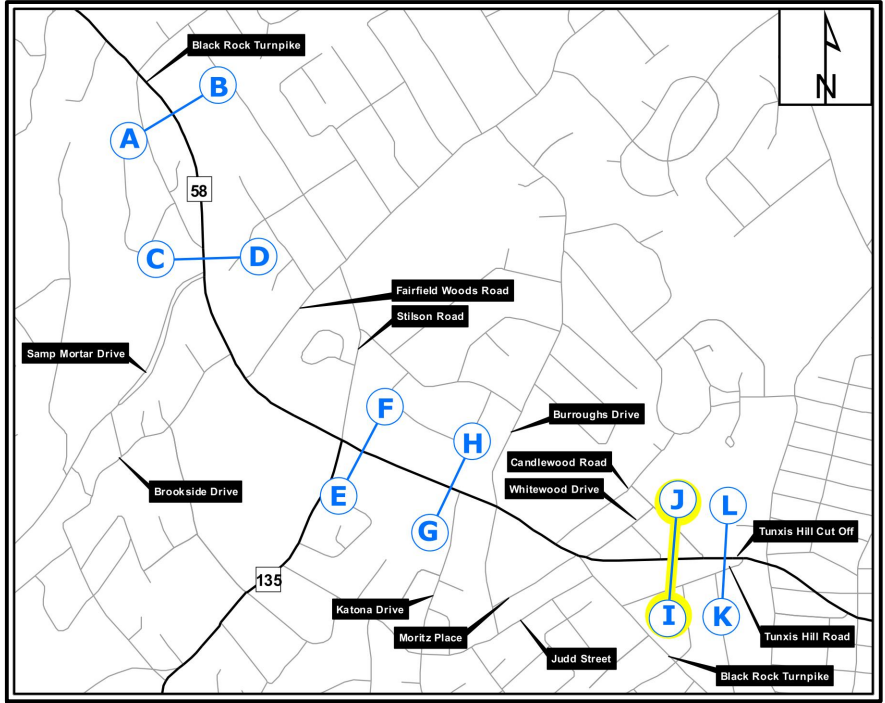
SECTION E-F: AT ROUTE 135 (STILLSON ROAD)

BLACK ROCK CORRIDOR STUDY FAIRFIELD, CONNECTICUT	
ROADWAY CROSS-SECTION E-F	
DATE: 08/31/2017	Tighe&Bond www.tighebond.com
SCALE: NTS	
FIGURE 22	



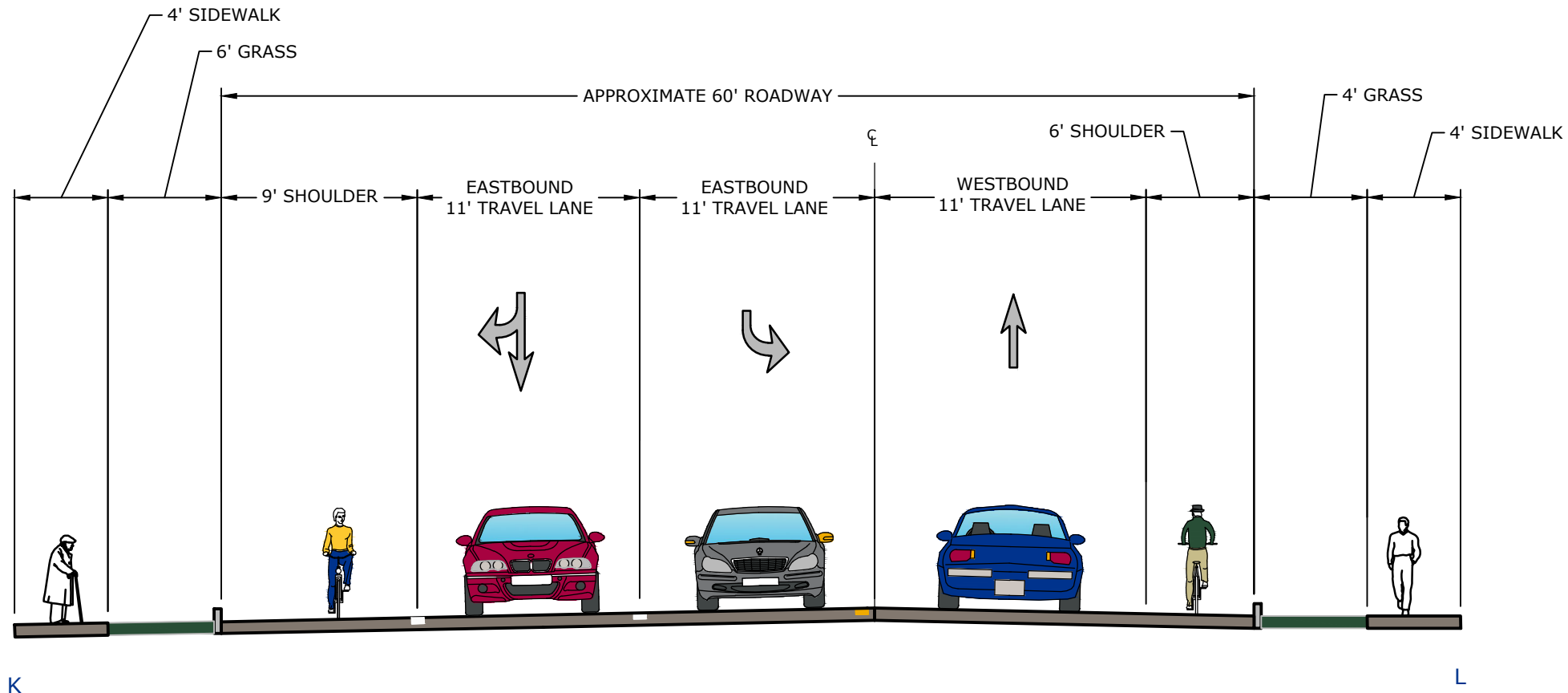
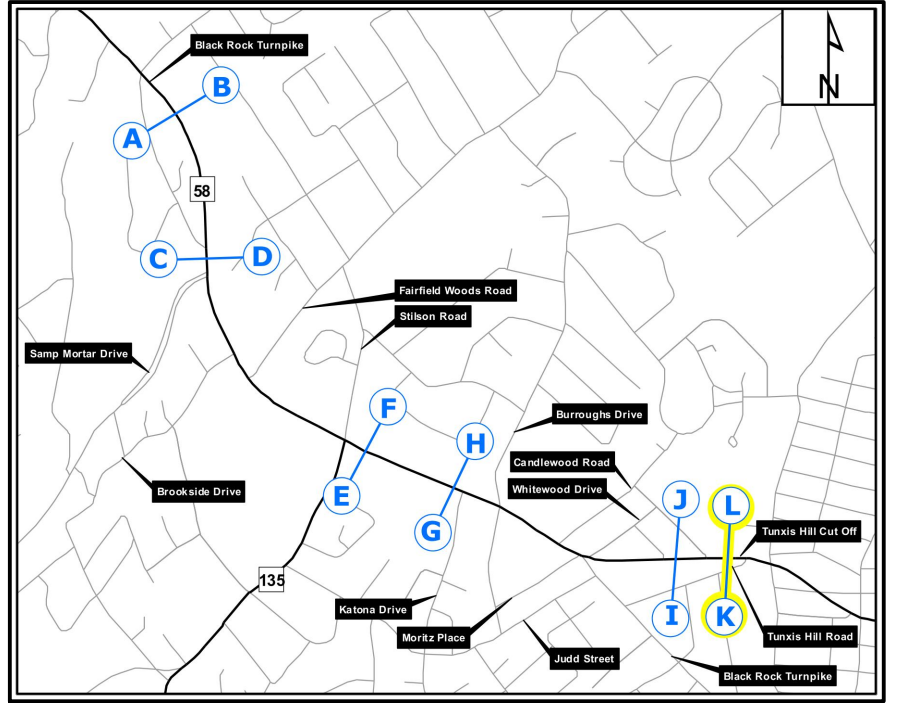
SECTION G-H: NORTH OF KATONA DRIVE
(LOOKING SOUTH)

BLACK ROCK CORRIDOR STUDY FAIRFIELD, CONNECTICUT	
ROADWAY CROSS-SECTION G-H	
DATE: 08/31/2017	 www.tighebond.com
SCALE: NTS	
FIGURE 23	



SECTION I-J: SOUTH OF BLACK ROCK TURNPIKE
(LOOKING NORTH)

BLACK ROCK CORRIDOR STUDY FAIRFIELD, CONNECTICUT		
ROADWAY CROSS-SECTION I-J		
DATE:	08/31/2017	 www.tighebond.com
SCALE:	NTS	
FIGURE	24	



SECTION K-L: AT TUNXIS HILL ROAD
(LOOKING NORTH)

BLACK ROCK CORRIDOR STUDY
FAIRFIELD, CONNECTICUT

ROADWAY CROSS-SECTION K-L

DATE: 08/31/2017

SCALE: NTS

FIGURE 25

Tighe&Bond
www.tighebond.com

APPENDIX C: Traffic Signal Plans and Timing Spreadsheet

Fairfield T-14 Rte 58 (640M)

CYCLE: 2 LENGTH: 75 "
SPLIT: 2
OFFSET: 2

[illegible]

TIME-SPACE DIAGRAM COVER SHEET

Fairfield T-14 Rte 58 (640M)

ROUTE:	58
SYSTEM:	T-14
PROJ #:	

HOURS OF OPERATION: _____ ALL OTHER HOURS
DAY(S) OF OPERATION: _____
TOWN(S): _____ FAIRFIELD

CYCLE: 3 LENGTH: 50 "
SPLIT: 3 60 "
OFFSET: 3

[illegible]

TIME-SPACE DIAGRAM COVER SHEET

Fairfield T-14 Rte 58 (640M)

ROUTE: 58

SYSTEM: T-14

PROJ #: _____

HOURS OF OPERATION: _____ FLASH _____

DAY(S) OF OPERATION: _____

TOWN(S): FAIRFIELD

INT #	ID #	LOCATION	HOURS			
			MON-FRI	SAT	SUN	DAILY
050-247	647	SAMP MORTAR DRIVE				ALL OTHER HOURS
050-227	627	BROOKSIDE DRIVE				ALL OTHER HOURS
050-258	658	FAIRFIELD WOODS RD				
050-202	602	RTE 135				
050-241	641	TRNPKE SHOP CNTR				ALL OTHER HOURS
050-244	644	KATONA DRIVE				ALL OTHER HOURS
050-226	626	BURROUGHS ROAD				ALL OTHER HOURS
050-224	624	MORITZ PL.& WHTWD				
050-236	636	KNAPPS HWY & TUNXIS				
050-223	623	OLD STRATFIELD				
050-240	640M	DRVS TO SHPPNG CTR				ALL OTHER HOURS
050-221	621	VILLA AVENUE				
		* BOLD = 3800ELX COORD (%)*				

TIME-SPACE DIAGRAM COVER SHEET

Fairfield T-14 Rte 58 (640M)

ROUTE: 58

SYSTEM: T-14

PROJ #: _____

HOURS OF OPERATION: FREE

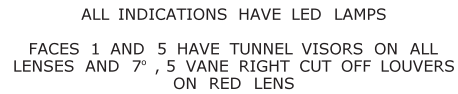
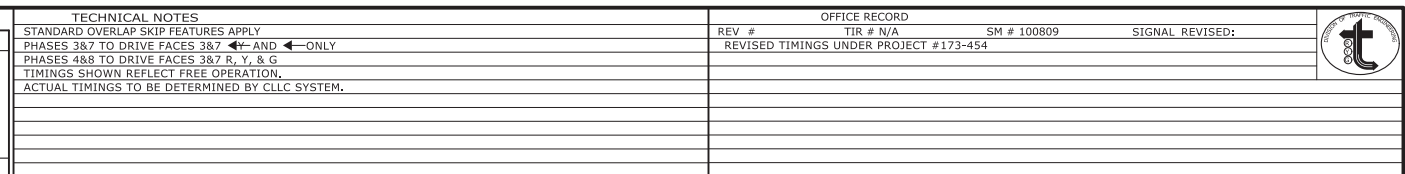
DAY(S) OF OPERATION: _____

TOWN(S): FAIRFIELD

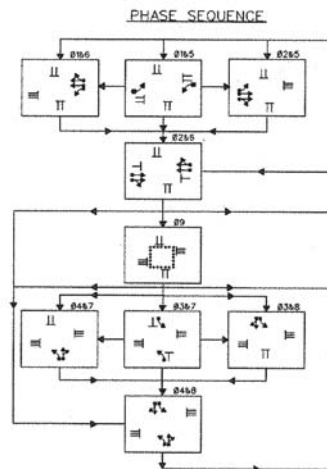
INT #	ID #	LOCATION	HOURS			
			MON-FRI	SAT	SUN	DAILY
050-247	647	SAMP MORTAR DRIVE				
050-227	627	BROOKSIDE DRIVE				
050-258	658	FAIRFIELD WOODS RD				
050-202	602	RTE 135				ALL HOURS
050-241	641	TRNPKE SHOP CNTR				
050-244	644	KATONA DRIVE				
050-226	626	BURROUGHS ROAD				
050-224	624	MORITZ PL.& WHTWD				ALL HOURS
050-236	636	KNAPPS HWY & TUNXIS				
050-223	623	OLD STRATFIELD				
050-240	640M	DRVS TO SHPPNG CTR				
050-221	621	VILLA AVENUE				
		* BOLD = 3800ELX COORD (%)*				

Fairfield T-14 Rte 58 (640M)

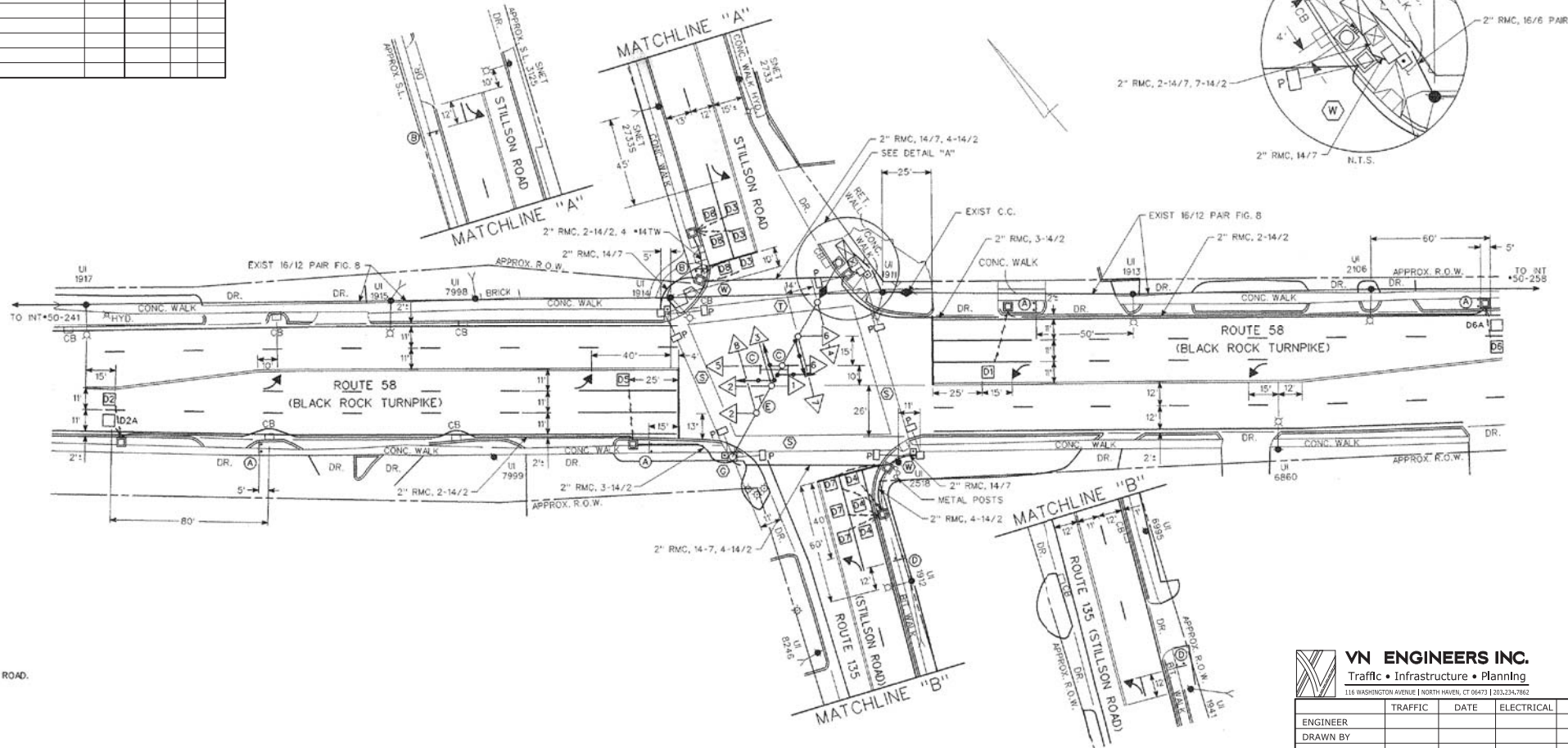
HOURS OF OPERATION: SEE BELOW
DAY(S) OF OPERATION: SEE BELOW
TOWN(S): FAIRFIELD



PRE-EMPTION SETTINGS			
	PRE-EMPT 1	PRE-EMPT 2	PRE-EMPT 3
PRIORITY	NO	NO	NO
DET. LOCK	YES	YES	YES
DELAY	0	0	0
ALT. MIN. GRN	5	5	5
ALT. YELLOW	PARENT	PARENT	PARENT
ALT. RED	PARENT	PARENT	PARENT
ALT. PED. CLR.	22	22	22
HOLD GREEN	15	15	15
HOLD YELLOW	3.0	3.0	4.4
HOLD RED	1.7	1.7	2.4
HOLD PHASE	28.5	18.6	48.8
EXIT PHASE	28.6	28.6	18.5
EXIT CALL	NONE	NONE	NONE

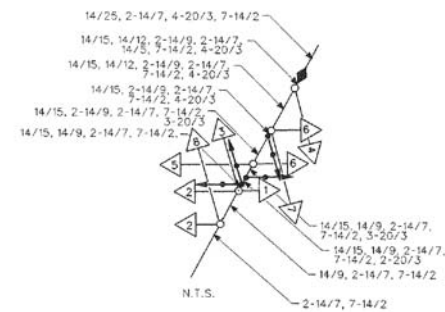


DETECTOR	LOCAL DETECTOR	SYSTEM DETECTOR
D1	D1	S01
D2	D2	S02
D2A	D3	S03
D3	D4	-
D4	D5	-
D4 REAR	D6	S04
D5	D7	S05
D6	D8	S06
D6A	D9	S08
D7	D10	-
D7 REAR	D11	S07
D8	D12	-



SIGN LEGEND

- (A) EXIST. 31-0307 (↗↘)
- (B) EXIST. 31-0282Z (↗↘)
- (C) SPAN MTD. 31-0135 (↗)
- (D) EXIST. 31-0282 (↗↘)
- (E) SPAN MTD. 31-0823 (INTOR)



NOTES

STATE TO MAINTAIN ALL STOP BARS AND PAVEMENT MARKINGS AND SIGNING ON RTE. 58 AND RTE. 135.

TOWN OF FAIRFIELD TO MAINTAIN PAVEMENT MARKINGS AND SIGNING ON STILLSON ROAD.

TOWN OF FAIRFIELD TO OWN AND MAINTAIN PRE-EMPTION EQUIPMENT.

⑤ BAR TYPE CROSSWALK (16" X 16" X 8" MIN.) - (STATE MAINTAINED)

⑦ BAR TYPE CROSSWALK (16" X 16" X 8" MIN.) - (TOWN MAINTAINED)

SPAN POLE INFORMATION

① HEIGHT 30', B.C. 20", LOAD AT YIELD 7800lbs.

② HEIGHT 30', B.C. 20", LOAD AT YIELD 7800lbs.



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Traffic • Infrastructure • Planning
116 WASHINGTON AVENUE | NORTH HAVEN, CT 06473 | 203.234.7852

	TRAFFIC	DATE	ELECTRICAL	DATE
ENGINEER				
DRAWN BY				
CHECKED BY				
SUBMITTED BY				
APPROVED BY				
APPROVED DATE				

REV # INTERSECTION # 050-202

ENERGY BY - TOWN	
MAINT LEVEL 1	SERVICE POLE - UI #1911
	METERED SERVICE #016035210

TOWN:	FAIRFIELD	PROJECT NO.	173-454
		DRAWING NO.	
DRAWING TITLE:	TRAFFIC CONTROL SIGNAL PLAN	SHEET NO.	

NO.	DATE	REVISION DESCRIPTION
		LEGEND:
		R RED
		Y YELLOW
		G GREEN
		◄-R- RED ARROW
		◄-Y- YELLOW ARROW
		◄-G- GREEN ARROW
		WØ WALK/ RED. CLR
		D.W. DON'T WALK
		FL. FLASHING
		○ PROPOSED WOOD SPAN POLE
		● EXISTING WOOD SPAN POLE
		⊗ PROPOSED STEEL SPAN POLE
		⊙ EXISTING STEEL SPAN POLE
		⊗-○ PROPOSED UTILITY POLE
		⊙-● EXISTING UTILITY POLE
		□ PEDESTAL MOUNTING
		▣ PEDESTRIAN PUSH BUTTON & SIGN
		▣▣ DIRECTIONAL ARW. FOR PUSH BUTTON

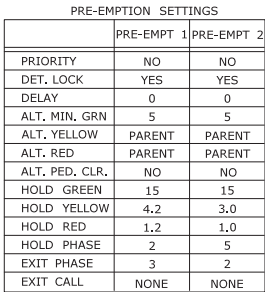
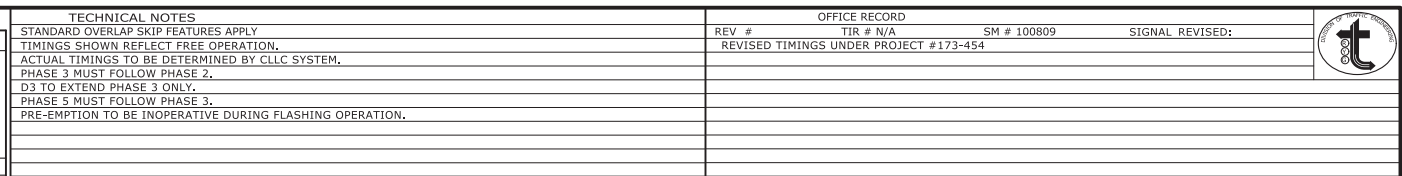
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	PEDESTRIAN SIGNAL FACE		EXISTING CONTROLLER EXISTING CONTROLLER LOOP DETECTOR		CABLE CLOSURE
	DET. LEADS IN SAW CUT		SD SYSTEM DETECTOR		WIRELESS SENSOR
	PROPOSED RMC (RIGID METAL CONDUIT)		MD MAGNETIC DETECTOR		WIRELESS RECEIVER
	EXISTING RMC (RIGID METAL CONDUIT)		OD OPTICAL DETECTOR		WIRELESS TRANSMITTER
	AUXILIARY EQUIPMENT CABINET		VD VIDEO DETECTOR		PROPOSED HANDHOLE
	VIDEO DETECTION ZONE		AD AUDIO DETECTOR		EXISTING HANDHOLE

DATE PLOTTED : 6/2/2016 I:\projects\1215-123-050_Fairfield\Final_Design\050-202\TR_MSH_TCS_050_050_202.dgn



ROUTE 58 (BLACK ROCK TURNPIKE) AT
ROUTE 135 (STILLSON ROAD)
AND STILLSON ROAD

SCALE 1" = 40'



SIGN LEGEND :

(A) INSTALL SPAN MOUNTED 41-0809 (ONCOMING TRAFFIC HAS EXTENDED GREEN)

NOTES :

(S) BAR TYPE CROSSWALK (24" - 24" x 8' MIN) STATE MAINTAINED

STATE TO MAINTAIN SIGNS AND PAVEMENT MARKINGS ON ROUTE 58 AND ALL STOP BARS.

TOWN OF FAIRFIELD TO MAINTAIN ALL OTHER PAVEMENT MARKINGS ON BROOKSIDE DRIVE.

TOWN OF FAIRFIELD TO OWN AND MAINTAIN EMERGENCY PRE-EMPTION EQUIPMENT.



Sofia M Nirshberg
I agree to specified
portions of this
document
2016.06.13
08:46:48-04'00'

REV #	INTERSECTION # 050-227	
ENERGY BY - TOWN		
MAINT LEVEL 5	SERVICE POLE - SNET 4804	
	METERED SERVICE # 35327527	

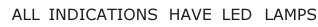
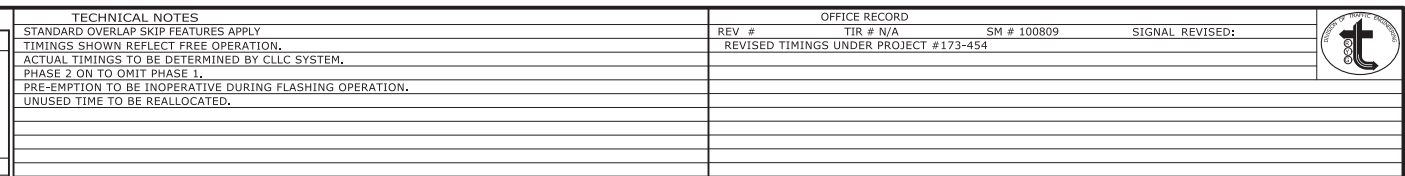
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	PEDESTRIAN SIGNAL FACE		EXISTING CONTROLLER		CABLE CLOSURE
	DET. LEADS IN SAW CUT		LOOP DETECTOR		WIRELESS SENSOR
	PROPOSED RMC (RIGID METAL CONDUIT)		SYSTEM DETECTOR		WIRELESS RECEIVER
	EXISTING RMC (RIGID METAL CONDUIT)		MAGNETIC DETECTOR		WIRELESS TRANSMITTER
	EXISTING TERMINATION CABINET		OPTICAL DETECTOR		VIDEO DETECTOR
	AUXILIARY EQUIPMENT CABINET		VIDEO DETECTOR		PROPOSED HANDHOLE
	VIDEO DETECTION ZONE		AUDIO DETECTOR		EXISTING HANDHOLE

DATE PLOTTED : 6/2/2016 I:\projects\215-123.050_Fairfield\Final_Design\050-227\TR_MSH_TCS_050_227.dgn



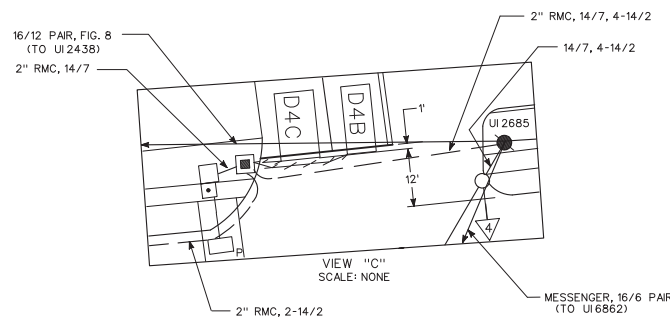
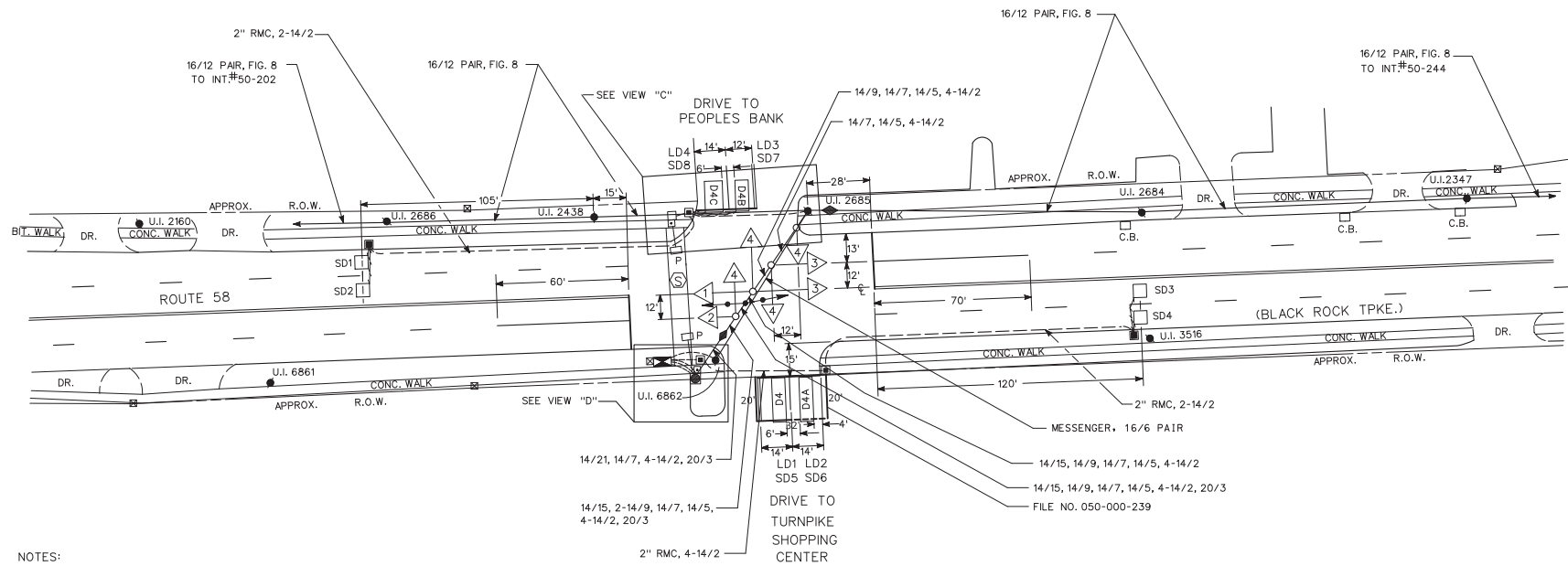
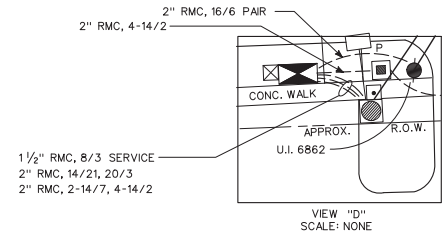
SCALE 1" = 40'

TOWN:	FAIRFIELD	PROJECT NO. 173-454
		DRAWING NO.
DRAWING TITLE:	TRAFFIC CONTROL SIGNAL PLAN	SHEET NO.



PRE-EMPTION SETTINGS	
	PRE-EMPT 1
PRIORITY	NO
DET. LOCK	YES
DELAY	0
ALT. MIN. GRN	5
ALT. YELLOW	PARENT
ALT. RED	PARENT
ALT. PED. CLR.	11
HOLD GREEN	15
HOLD YELLOW	4.3
HOLD RED	1.5
HOLD PHASE	2
EXIT PHASE	4
EXIT CALL	NONE

DETECTORS				SYSTEM LOC	COORDINATION TYPE: CLOSED LOOP						
IDENT	SIZE (WXL)	TURNS	MODE	MASTER 050-240	PROGRAM			CYCLE	OFFSET		
					FUNCTION	TIME	DAYS		SEC	%	
D4	8' X 20'	3	PRESENCE	050-224	FLASH	2200-0700	DAILY				
D4A	8' X 20'	3	PRESENCE	050-236	MAX 1	ALL OTHER TIMES	DAILY				
D4B	6' X 14'	3	PRESENCE	050-223	MAX 2	FUTURE					
D4C	8' X 14'	3	PRESENCE	050-226	PATTERN 2	0500-2200	DAILY	75"	19	25	
SD1,2	6' X 6'	4	PRESENCE	050-221	PATTERN 3	FUTURE					
SD3,4	6' X 6'	3	PRESENCE	050-244	FREE	FUTURE					
				050-241							
				050-202							
				050-227							
				050-247							
				050-258							



NOTES:

STATE TO MAINTAIN ALL STOP BARS AND PAVEMENT MARKINGS ON ROUTE 58 AS SHOWN.

OTHERS TO MAINTAIN PAVEMENT MARKINGS IN DRIVES.

(S) BAR TYPE CROSSWALK (16"-16" x 8' MIN.) - STATE MAINTAINED

EMERGENCY PRE-EMPTION EQUIPMENT TO BE OWNED AND MAINTAINED BY THE TOWN OF FAIRFIELD.

CLEARANCE INTERVALS DESIGNED BY: VN ENGINEERS, INC. ENGINEER'S SEAL & SIGNATURE APPLY TO CLEARANCE INTERVALS ONLY.	 Sofia M Nirshberg I agree to specified portions of this document 2016.06.13 08:59:45-04'00'
--	--



VN ENGINEERS INC.
Traffic • Infrastructure • Planning
116 WASHINGTON AVENUE | NORTH HAVEN, CT 06473 | 203.234.7800

	TRAFFIC	DATE	ELECTRICAL	DATE	REV #	INTERSECTION # 050-241	
ENGINEER							
DRAWN BY							
CHECKED BY							
SUBMITTED BY							
APPROVED BY					ENERGY BY - TOWN		
APPROVED DATE					MAINT LEVEL 5		SERVICE POLE - U.I. 2438
							METERED SERVICE #64001681


STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

ROUTE 58 (BLACK ROCK TPKE)
AT TURNPIKE SHOPPING CENTER
AND PEOPLES BANK DR.

TOWN:	FAIRFIELD	PROJECT NO.	173-454
		DRAWING NO.	
DRAWING TITLE:	TRAFFIC CONTROL SIGNAL PLAN	SHEET NO.	
40'			

[illegible]

LEGEND:

R	RED	○	PROPOSED WOOD SPAN POLE
Y	YELLOW	●	EXISTING WOOD SPAN POLE
G	GREEN	◻	PROPOSED STEEL SPAN POLE
←R	RED ARROW	◻	EXISTING STEEL SPAN POLE
←Y	YELLOW ARROW	⊗	PROPOSED UTILITY POLE
←G	GREEN ARROW	●	EXISTING UTILITY POLE
W/P	WALK/ PED. CLR	○	PEDESTAL MOUNTING
D.W.	DON'T WALK	◻	PEDESTRIAN PUSH BUTTON & SIGN
FL.	FLASHING	◻	DIRECTIONAL ARW. FOR PUSH BUTTON

 TRAFFIC SIGNAL FACE
 PEDESTRIAN SIGNAL FACE
 DET. LEADS IN SAW CUT
 PROPOSED RMC (RIGID METAL CONDUIT)
 EXISTING RMC (RIGID METAL CONDUIT)
 AUXILIARY TERMINATION CABINET
 AUXILIARY EQUIPMENT CABINET
 VIDEO DETECTION ZONE

DATE PLOTTED : 6/2/2016 I:\projects\215-123\05

 PROPOSED CONTROLLER
 EXISTING CONTROLLER
 LOOP DETECTOR
 SD
 MAGNETIC DETECTOR
 OPTICAL DETECTOR
 VIDEO DETECTOR
 AUDIO DETECTOR

 SIDEWALK RAMP
 CABLE CLOSURE
 WIRELESS SENSOR
 WIRELESS RECEIVER
 WIRELESS TRANSMITTER
 GUY WIRE
 PROPOSED HANDHOLE
 EXISTING HANDHOLE

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STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION



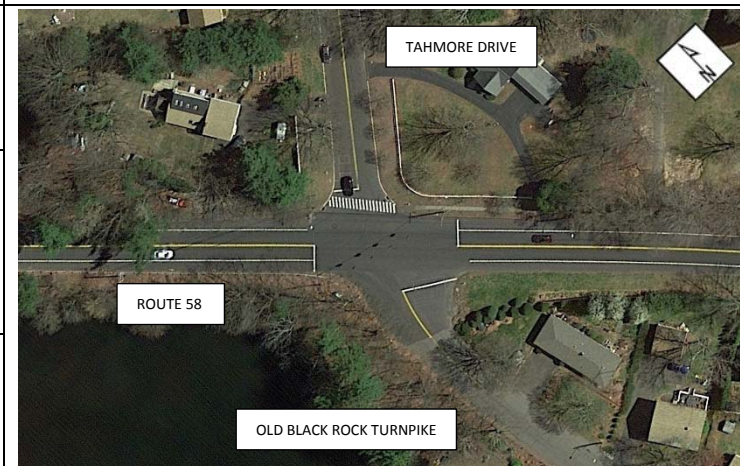
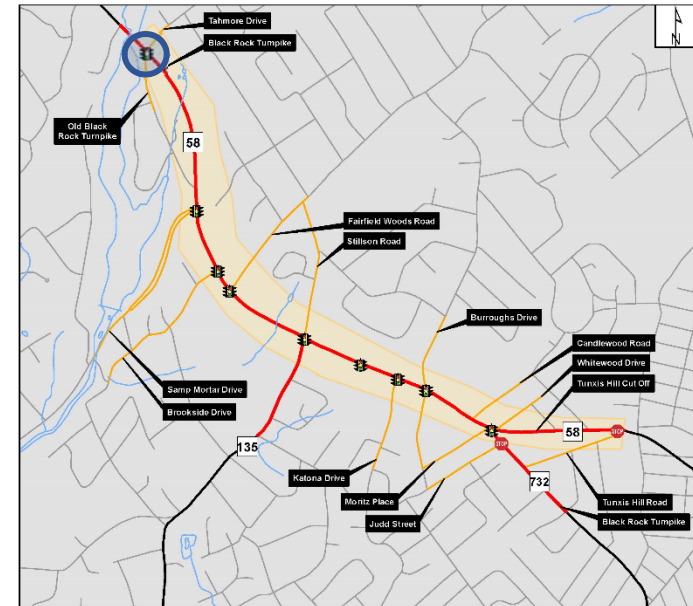
SCALE 1" = 40'

[illegible]

APPENDIX D: Geometric and Intersection Operations Observations Summary

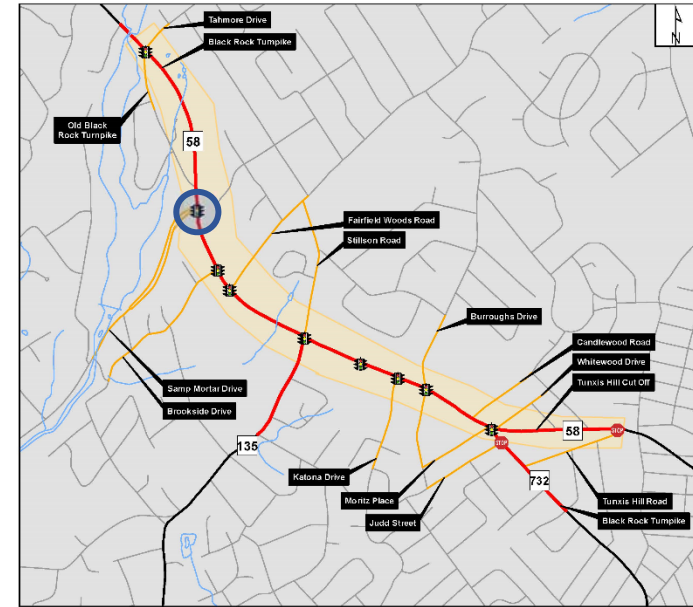
Route 58 (Black Rock Turnpike) at Tahmore Drive / Old Black Rock Turnpike

Intersection Type & Operation:	• 4-Leg Intersection • Signalized, Uncoordinated • 2 Phase Operation; No Advanced/Lagging Turn Phases • Emergency Vehicle Pre-Emption on Route 58
Lane Arrangement & Widths:	• NB & SB: One 11' Lane for All Movements; 9'-10' Shoulders • EB & WB: One 18'+ Lane Allows for Simultaneous Movements
Pedestrian Accommodations:	• Side Street Green with Pedestrian Pushbuttons on NE & SE Corners • Striped Crosswalk on Tahmore Drive • Sidewalks on East Side of Route 58 Ends in SE Corner • 2018: Planned addition of ADA ramp and pedestrian signal
Observations – Traffic Operations & Safety:	• Route 58 Speeds 8-10 MPH above Posted 35 MPH Limit • No Major Operational Deficiencies Observed
Observations – Geometry & Sight Distances:	• Limited Horizontal/Vertical Curvature or Grade • Old Black Rock Turnpike Slightly Skewed • Acceptable Sight Distances
Other Observations:	• Pavement in Good Condition • Substandard Sidewalk Ramp on NE Corner



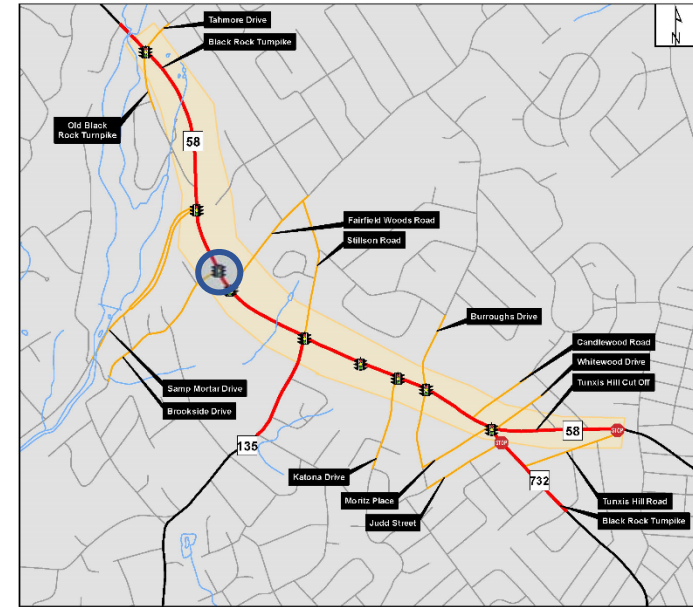
Route 58 (Black Rock Turnpike) at Samp Mortar Road

Intersection Type & Operation:	• 3-Leg Intersection • Signalized, Coordinated within Route 58 System • 4 Phase Operation; Advanced NB Left Turn Phase • Emergency Vehicle Pre-Emption on All Approaches
Lane Arrangement & Widths:	• NB: 11' Left Turn & 11' Through Lanes; 2' Shoulders • SB: 11' Through & 11' Right Turn Lanes (Recently Restriped); 2' Shoulders • EB: 10' Left Turn & 10' Right Turn Lanes; No Shoulder
Pedestrian Accommodations:	• Exclusive Pedestrian Phase with Pedestrian Signal Heads & Pushbuttons on NE, NW, & SW Corners • Striped Crosswalk on Route 58 North Leg & Samp Mortar • Sidewalks on Both Sides of All Legs
Observations – Traffic Operations & Safety:	• Route 58 SB Speeds 8-10 MPH above Posted 35 MPH Limit • Moderate SB Delays Prior to Restriping for Two Lanes
Observations – Geometry & Sight Distances:	• Downgrade on Route 58 NB Approach • Uphill Grade on Samp Mortar Approach • Sight Distance Looking Left from Samp Mortar Limited by Vegetation
Other Observations:	• Pavement in Good Condition • Sidewalk, Outside of Recently Replaced Pedestrian Ramps, in Poor Condition with Substandard Widths for Asphalt Sidewalks on Both Sides of Route 58



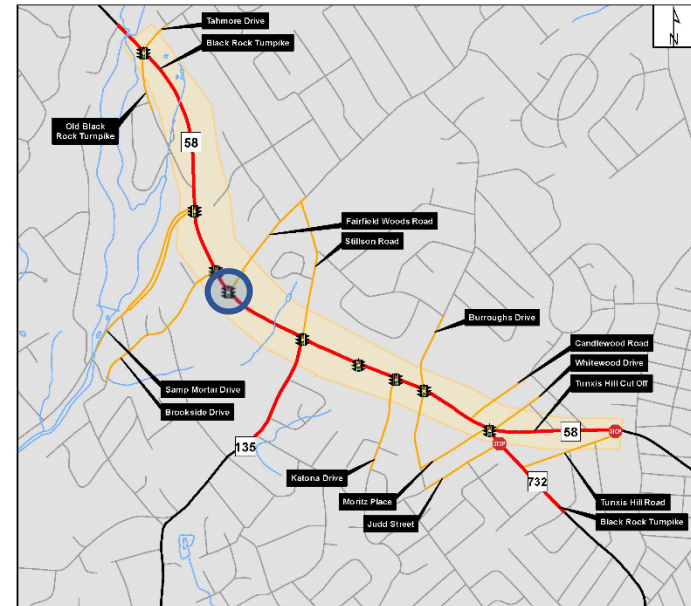
Route 58 (Black Rock Turnpike) at Brookside Drive

Intersection Type & Operation:	• 4-Leg Intersection • Signalized, Coordinated within Route 58 System; WB Approach Unsignalized • 3 Phase Operation; Lagging NB Left Turn Phase • Emergency Vehicle Pre-Emption on All Approaches
Lane Arrangement & Widths:	• NB & SB: 11' Left-Through & 11' Through-Right Lanes; 2' Shoulders • EB & WB: 18' Lane for All Movements; No Shoulder
Pedestrian Accommodations:	• Side Street Green with Pedestrian Pushbuttons on SE & SW Corners • Striped Crosswalk on Route 58 South Leg • Sidewalks on Both Sides of All Legs
Observations – Traffic Operations & Safety:	• Moderate NB & SB Delays • Left Turn Movements View to On-Coming Traffic Blocked by Opposing Left Turning Vehicles • High Collision Rate Location
Observations – Geometry & Sight Distances:	• Limited Horizontal/Vertical Curvature or Grade • Acceptable Sight Distances
Other Observations:	• 170' from Adjacent Intersection at Fairfield Woods Road • Pavement in Good Condition on Route 58; Fair Condition on Brookside Drive • EB Vehicle Detection Area Substandard • Substandard Sidewalk Ramp on NW & SW Corners



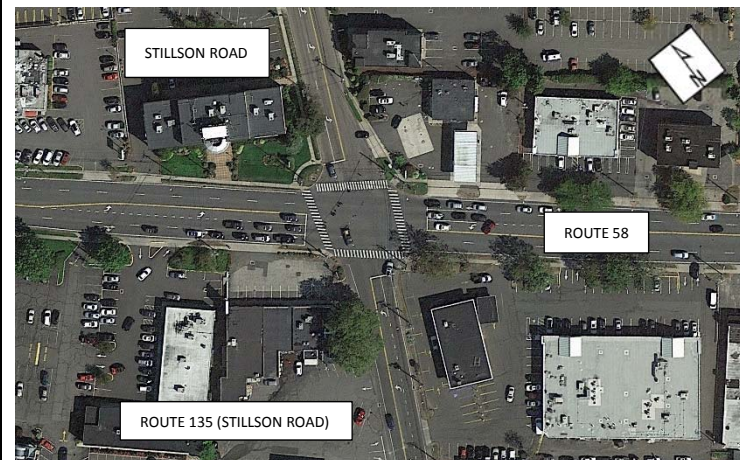
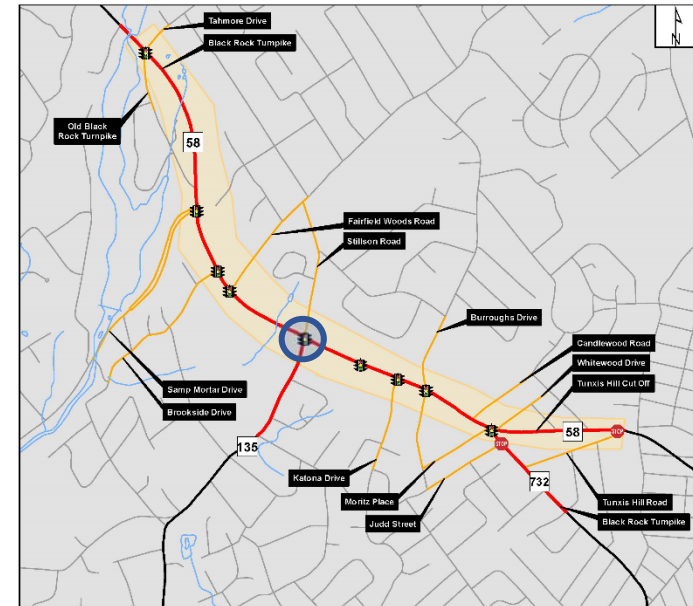
Route 58 (Black Rock Turnpike) at Fairfield Woods Road / Fairfield Woods Shopping Center

Intersection Type & Operation:	• 4-Leg Intersection • Signalized, Coordinated within Route 58 System • 3 Phase Operation; Lagging SB Left Turn Phase • Emergency Vehicle Pre-Emption on All Approaches
Lane Arrangement & Widths:	• NB & SB: 11' Left-Through & 11' Through-Right Lanes; 2' Shoulders • EB & WB: 12' Left-Through & 11' Right Turn Lane; No Shoulders
Pedestrian Accommodations:	• Side Street Green with Pedestrian Pushbuttons on NW & SW Corners; Pedestrian Signal Heads on NE, NW & SW Corners • Striped Crosswalk on Route 58 North Leg • Sidewalks on All Corners Except NE
Observations – Traffic Operations & Safety:	• Moderate Delays on All Approaches • Left Turn Movements View to On-Coming Traffic Blocked by Opposing Left Turning Vehicles & Route 58 Horizontal Curvature • High Collision Rate Location
Observations – Geometry & Sight Distances:	• Sight Distance Looking Left from Fairfield Woods Road & Right from Shopping Center Driveway Limited Due to Horizontal & Vertical Curvature of Route 58 • Steep Downgrade on Route 58 NB and Fairfield Woods Road
Other Observations:	• 170' from Adjacent Intersection at Brookside Drive • Pavement in Good Condition on Route 58 & Shopping Center Driveway; Fair Condition on Fairfield Woods Road • EB Vehicle Detection Area Substandard • Substandard Sidewalk Ramp on NE & NW Corners; No Ramp on SE Corner



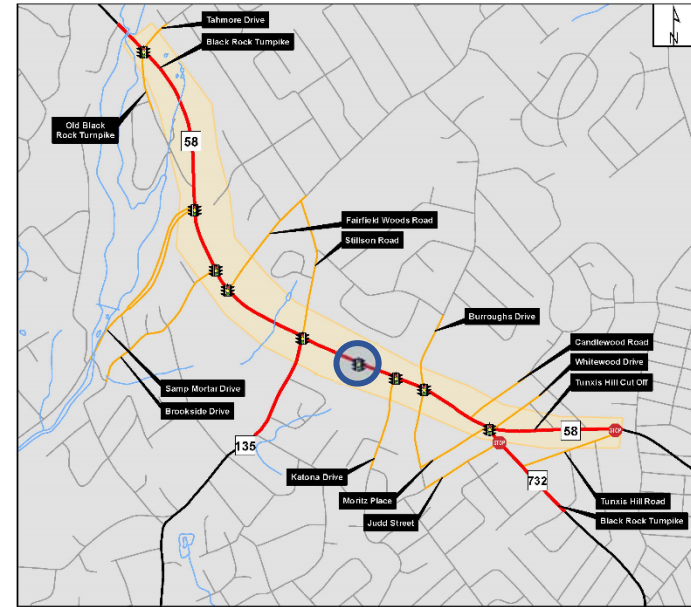
Route 58 (Black Rock Turnpike) at Stillson Road (Route 135 on NB Approach)

Intersection Type & Operation:	• 4-Leg Intersection • Signalized; Incorporated into Route 58 Coordination System but Operates Free • 8 Phase Operation; Advanced Left Turns Phase for All Approaches; NB & SB Left Turns Protected Only • Emergency Vehicle Pre-Emption on All Approaches
Lane Arrangement & Widths:	• NB & SB: 11' Left Turn, 11' Through, & 11' Through-Right Lanes; 2' Shoulders • EB & WB: 11' Left Turn & 11' Right Turn Lane; 0'-2' Shoulders
Pedestrian Accommodations:	• Exclusive Pedestrian Phase with Pedestrian Signal Heads & Pushbuttons on All Corners • Striped Crosswalk on All Legs & Sidewalks on All Corners • Significant Pedestrian Crossing Distances
Observations – Traffic Operations & Safety:	• Significant Queues on Route 135 & Stillson Road Approaching Intersection • Moderate Delays on Route 58 Approaches • Queues Regularly Block Adjacent Driveway Intersections • High Collision Rate Location (CTDOT SLOSSS Location)
Observations – Geometry & Sight Distances:	• Limited Horizontal/Vertical Curvature or Grade • Acceptable Sight Distances
Other Observations:	• Pavement in Good Condition • NB & SB Left Turn Vehicle Detection Area Substandard • Drainage Conflicts with Desired Pedestrian Path in NE Corner • Substandard Sidewalk Ramps on All Corners



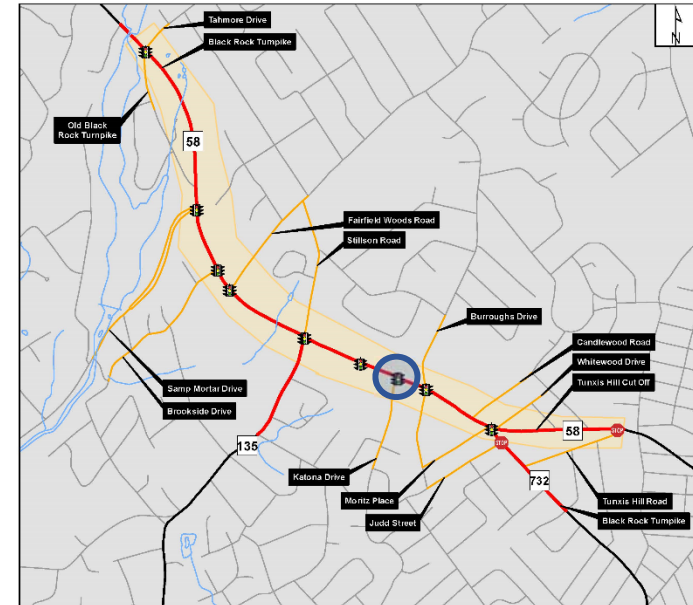
Route 58 (Black Rock Turnpike) at Turnpike Shopping Center / Fairway Plaza

Intersection Type & Operation:	• 4-Leg Intersection • Signalized, Coordinated within Route 58 System • 4 Phase Operation; Advanced SB Left Turn Phase • Emergency Vehicle Pre-Emption on Route 58 Approaches
Lane Arrangement & Widths:	• NB & SB: 11' Left-Through & 11' Through-Right Lanes; 2' Shoulders • EB & WB: 13-14' Left-Through & 13-14' Right Turn Lane; No Shoulders
Pedestrian Accommodations:	• Side Street Green with Pedestrian Pushbuttons on NE & NW Corners • Striped Crosswalk on Route 58 North Leg • Sidewalks on All Corners • High Pedestrian Traffic Location
Observations – Traffic Operations & Safety:	• Significant Queues on Plaza Driveways Blocking Internal Parking Access Drives • Moderate Delays on Route 58 Approaches
Observations – Geometry & Sight Distances:	• Limited Horizontal/Vertical Curvature or Grade • Sight Distances from Plaza Driveways Limited by Traffic Signal Equipment, Utility Poles, & Landscaping
Other Observations:	• Pavement in Good Condition on Route 58; Fair Condition on Plaza Driveways • EB & WB Vehicle Detection Areas Substandard • Pavement Markings on Plaza Driveways Not Standard & Do Not Indicate Appropriate Through Movement Lane • Substandard Pedestrian Ramps on All Corners



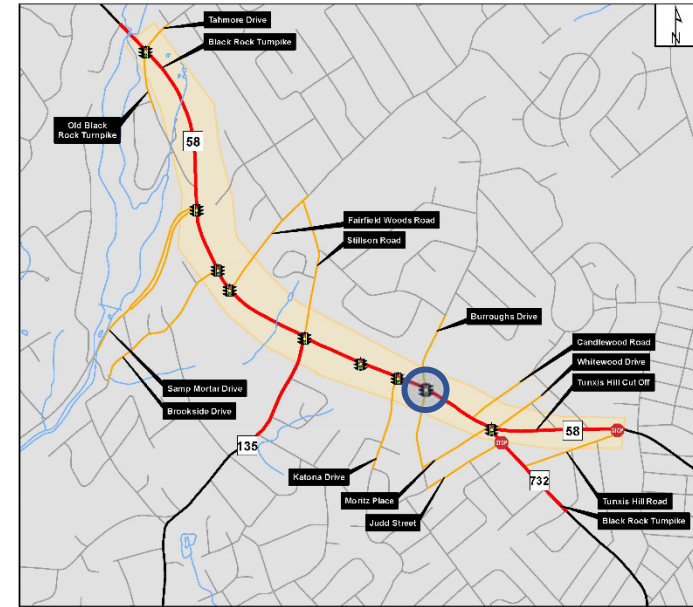
Route 58 (Black Rock Turnpike) at Katona Drive / Katona Drive Extension

Intersection Type & Operation:	• 4-Leg Intersection • Signalized, Coordinated within Route 58 System • 3 Phase Operation; Advanced NB Left Turn Phase • Emergency Vehicle Pre-Emption on All Approaches
Lane Arrangement & Widths:	• NB & SB: 11' Left-Through & 11' Through-Right Lanes; 2' Shoulders • EB: 11' Left Turn & 12' Right Turn Lane; No Shoulders • WB: One 20' + Lane Allows for Simultaneous Movements
Pedestrian Accommodations:	• Side Street Green with Pedestrian Pushbuttons & Supplemental Traffic Signal Heads on NE & NW Corners • Striped Crosswalk on Route 58 North Leg • Sidewalks on All Corners • High Pedestrian Traffic Location
Observations – Traffic Operations & Safety:	• No Major Operational Deficiencies Observed
Observations – Geometry & Sight Distances:	• Limited Horizontal/Vertical Curvature or Grade • Acceptable Sight Distances
Other Observations:	• 400' from Adjacent Intersection at Burroughs Road • Pavement in Good Condition on Route 58; Fair Condition on Plaza Driveways • Lack of Pedestrian Crossing on South Leg • Substandard Pedestrian Ramps on NW, SW, & SE Corners



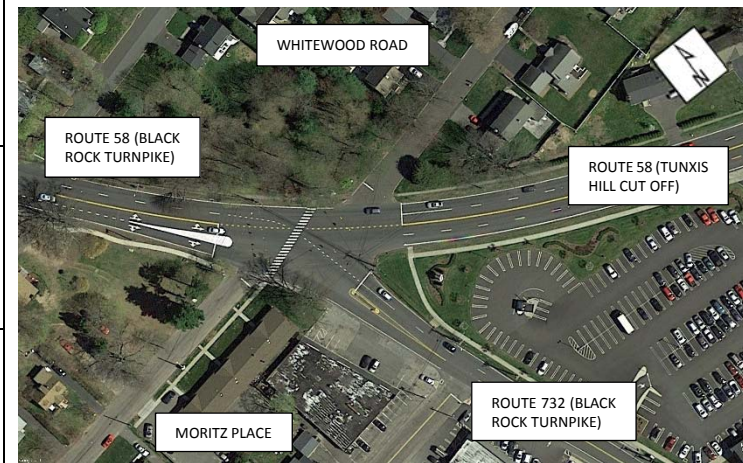
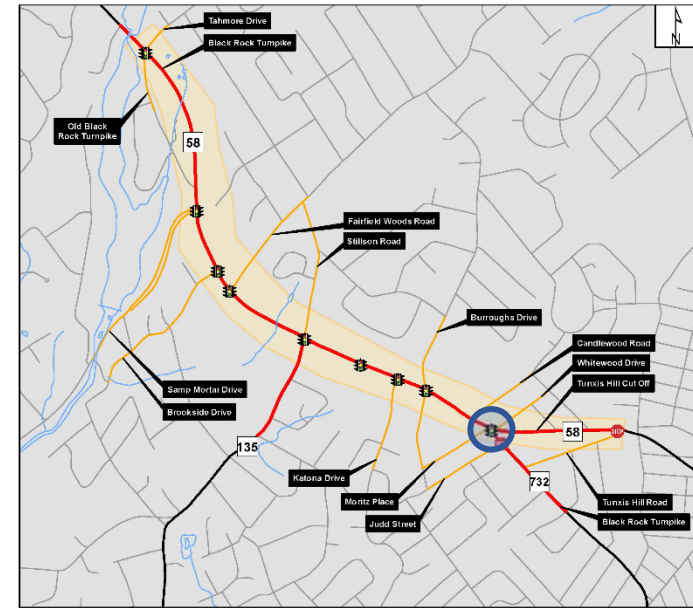
Route 58 (Black Rock Turnpike) at Burroughs Road

Intersection Type & Operation:	• 4-Leg Intersection • Signalized, Coordinated within Route 58 System • 2 Phase Operation; No Advanced/Lagging Turn Phases • Emergency Vehicle Pre-Emption on All Approaches
Lane Arrangement & Widths:	• NB & SB: 11' Left-Through & 11' Through-Right Lanes; 2' Shoulders • EB & WB: 15-17' Lane for All Movements; No Shoulder
Pedestrian Accommodations:	• Side Street Green with Pedestrian Pushbuttons on NE & NW Corners; Supplemental Traffic Signal Head on NE Corner • Striped Crosswalk on Route 58 North Leg • Sidewalks on All Corners Except SE along Burroughs Road • Significant Pedestrian Crossing Distances
Observations – Traffic Operations & Safety:	• No Major Operational Deficiencies Observed • High Crash Rate Location • Two Fatal Collisions including 1 Pedestrian Fatality
Observations – Geometry & Sight Distances:	• Burroughs Road Approaches Skewed & Offset • Downgrade on Route 58 NB Approach • Sight Distances Looking Left from Burroughs Road WB Limited by Retaining Wall & Vertical Curvature of Route 58
Other Observations:	• 400' from Adjacent Intersection at Katona Drive • Pavement in Good Condition • Lack of Pedestrian Crossing on South Leg • Substandard Pedestrian Ramps on NE & NW Corners • Merge Warning Signage near Route 58 SB Stop Bar for Adjacent Tunxis Hill Cut Off Intersection



Route 58 (Black Rock Turnpike / Tunxis Hill Cut Off) at Route 732 (Black Rock Turnpike) / Moritz Place / Whitewood Road

Intersection Type & Operation:	• 5-Leg Intersection • Signalized; Incorporated into Route 58 Coordination System but Operates Free • 3 Phase Operation; No Advanced/Lagging Turn Phases • Emergency Vehicle Pre-Emption on All Approaches
Lane Arrangement & Widths:	• NB, SB, & NEB: 11' Left-Through & 11' Through-Right Lanes; 0'-2' Shoulders; SB Approach Lanes Separated by Painted Median • EB & WB: 14' Lane for All Movements; No Shoulder
Pedestrian Accommodations:	• Side Street Green with Pedestrian Pushbuttons on NE & NW Corners; Supplemental Traffic Signal Head on NE Corner • Striped Crosswalk through Center of Intersection; Significant Crossing Distances • Sidewalks on Both Sides of Route 58 and South Sides of Route 732 and Moritz Place
Observations – Traffic Operations & Safety:	• Route 58 Speeds 8-14 MPH above Posted 30 MPH Limit • No Major Operational Deficiencies Observed
Observations – Geometry & Sight Distances:	• Route 732, Whitewood Road and Moritz Place Approaches Skewed & Offset Create Large Intersection that Requires Vehicle Tracking Lines • Limited Horizontal/Vertical Curvature or Grade • Acceptable Sight Distances
Other Observations:	• Pavement in Good Condition • Lack of Pedestrian Crossing on Several Legs • Vehicle Movement Violations over Painted Median



Route 732 (Black Rock Turnpike) at Judd Street

Intersection Type & Operation:

- 3-Leg Intersection
- Unsignalized with Stop Control on Tunxis Hill Road Approach

Lane Arrangement & Widths:

- EB: 12' Left-Through Lane; 2' Shoulder
- WB: 11' Left Turn (for Knapps Highway Intersection) & 11' Through-Right Lane; 8' Shoulder
- NB: One 24' Lane Allows for Simultaneous Movements

Pedestrian Accommodations:

- No Crossing Accommodations
- Sidewalks on Both Sides of All Legs

Observations – Traffic Operations & Safety:

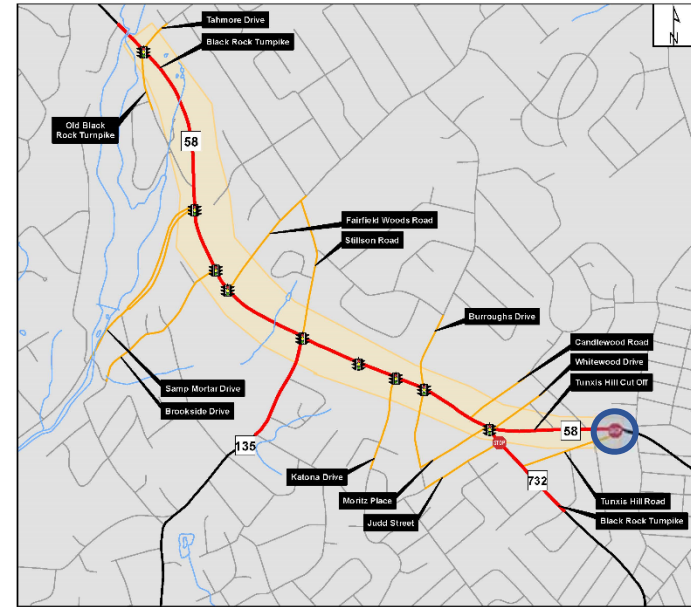
- Route 58 Speeds 8-14 MPH above Posted 30 MPH Limit
- Queues from Adjacent Knapps Highway Intersection Impact Movements into and out of Tunxis Hill Road

Observations – Geometry & Sight Distances:

- Tunxis Hill Road Slightly Skewed
- Limited Horizontal/Vertical Curvature or Grade
- Acceptable Sight Distances

Other Observations:

- 250' from Adjacent Intersection at Knapps Highway
- Pavement in Good Condition
- Substandard Pedestrian Ramps & Lack of Pedestrian Crossing Accommodations



Route 58 (Tunxis Hill Cut Off) at Tunxis Hill Road

Intersection Type & Operation:

- 3-Leg Intersection
- Unsignalized with Stop Control on Judd Road Approach

Lane Arrangement & Widths:

- NB: 20' Lane Allows for Simultaneous Movements (Tapering for Two Lanes at Route 58 Intersection); 0-2' Shoulder
- SB: 11' Lane for All Movements; 2' Shoulder
- EB: 16' Lane for All Movements

Pedestrian Accommodations:

- No Crossing Accommodations
- Sidewalks on East Side of Route 732
- Sidewalk Ramps on NW and SW Corner with No Sidewalk

Observations – Traffic Operations & Safety:

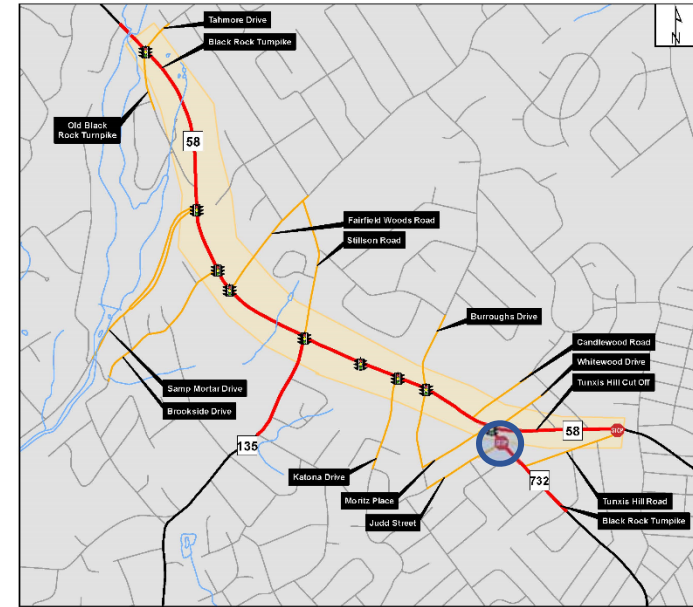
- Queues from Adjacent Route 58 Intersection Impact Movements into and out of Judd Road

Observations – Geometry & Sight Distances:

- Limited Horizontal/Vertical Curvature or Grade
- Sight Distance Looking Left from Judd Limited by Proximity of Adjacent Route 58 Intersection

Other Observations:

- 225' from Adjacent Intersection at Route 58
- Pavement in Good Condition on Route 732; Fair Condition on Judd Street
- Lack of Pedestrian Crossing Accommodations
- Parked Vehicles Block Pedestrian Ramp on NW Corner



APPENDIX E: Connecticut Count Data

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Tunkis Hill Cutoff at Tunxis Hill Rd
 Fairfield, Connecticut

File Name : 15772
 Site Code : 15772
 Start Date : 5/4/2017
 Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

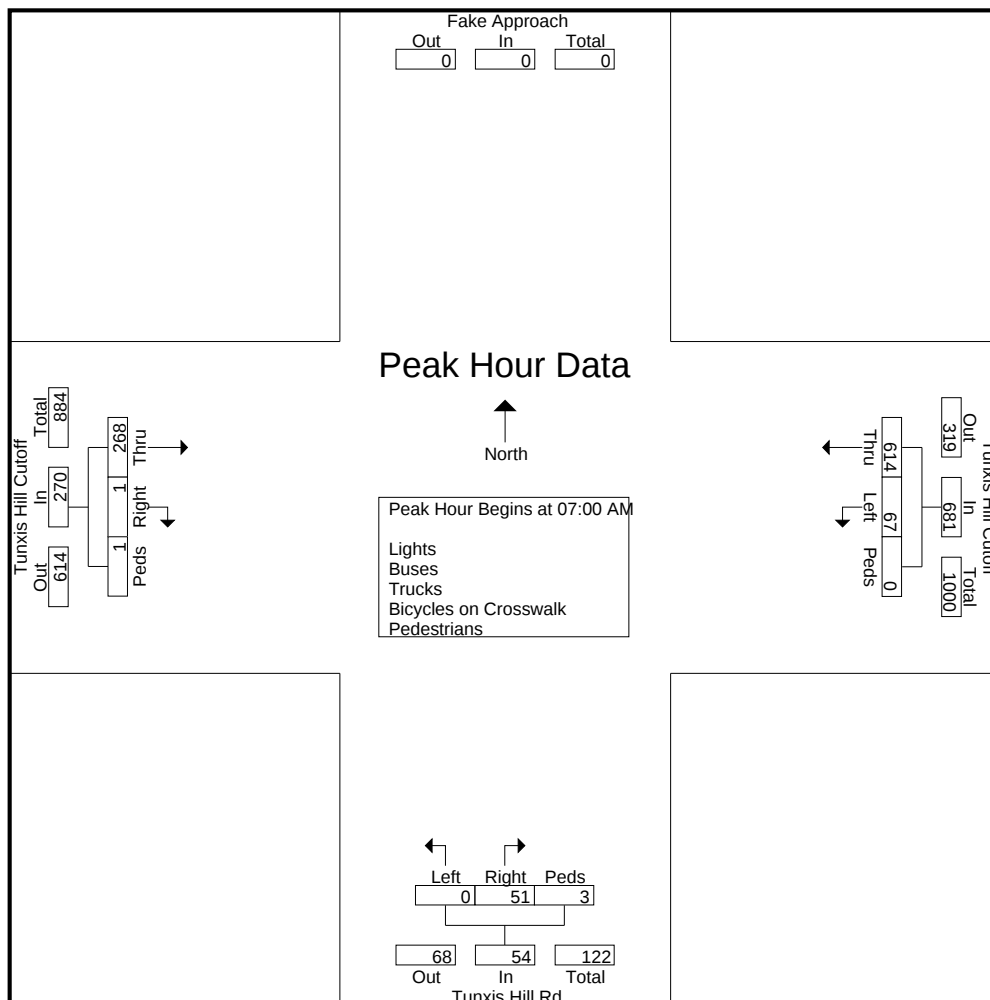
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Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	122	16	0	138	7	0	2	9	0	71	1	72	219
07:15 AM	171	12	0	183	19	0	1	20	0	110	0	110	313
07:30 AM	171	17	0	188	13	0	0	13	0	49	0	49	250
07:45 AM	150	22	0	172	12	0	0	12	1	38	0	39	223
Total	614	67	0	681	51	0	3	54	1	268	1	270	1005
08:00 AM	106	9	0	115	14	0	0	14	1	59	0	60	189
08:15 AM	109	11	0	120	11	0	2	13	0	50	0	50	183
08:30 AM	82	9	0	91	9	0	0	9	0	61	0	61	161
08:45 AM	127	19	0	146	13	0	1	14	0	85	0	85	245
Total	424	48	0	472	47	0	3	50	1	255	0	256	778
Grand Total	1038	115	0	1153	98	0	6	104	2	523	1	526	1783
Apprch %	90	10	0		94.2	0	5.8		0.4	99.4	0.2		
Total %	58.2	6.4	0	64.7	5.5	0	0.3	5.8	0.1	29.3	0.1	29.5	
Lights	1003	109	0	1112	91	0	0	91	2	499	0	501	1704
% Lights	96.6	94.8	0	96.4	92.9	0	0	87.5	100	95.4	0	95.2	95.6
Buses	11	4	0	15	2	0	0	2	0	13	0	13	30
% Buses	1.1	3.5	0	1.3	2	0	0	1.9	0	2.5	0	2.5	1.7
Trucks	24	2	0	26	5	0	0	5	0	11	0	11	42
% Trucks	2.3	1.7	0	2.3	5.1	0	0	4.8	0	2.1	0	2.1	2.4
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	6	6	0	0	1	1	7
% Pedestrians	0	0	0	0	0	0	100	5.8	0	0	100	0.2	0.4

Connecticut Counts LLC

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File Name : 15772
Site Code : 15772
Start Date : 5/4/2017
Page No : 2

	Tunxis Hill Cutoff From East				Tunxis Hill Rd From South				Tunxis Hill Cutoff From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	122	16	0	138	7	0	2	9	0	71	1	72	219
07:15 AM	171	12	0	183	19	0	1	20	0	110	0	110	313
07:30 AM	171	17	0	188	13	0	0	13	0	49	0	49	250
07:45 AM	150	22	0	172	12	0	0	12	1	38	0	39	223
Total Volume	614	67	0	681	51	0	3	54	1	268	1	270	1005
% App. Total	90.2	9.8	0		94.4	0	5.6		0.4	99.3	0.4		
PHF	.898	.761	.000	.906	.671	.000	.375	.675	.250	.609	.250	.614	.803

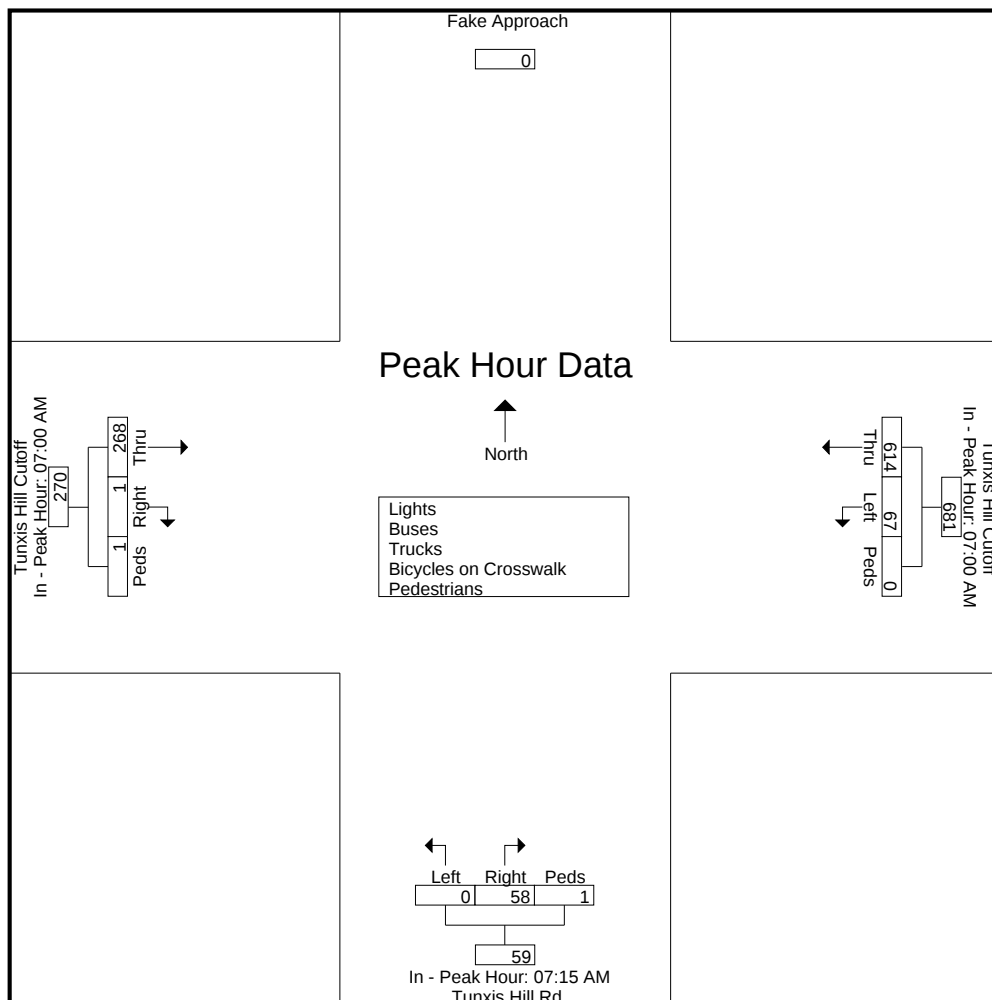


Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 15772
Site Code : 15772
Start Date : 5/4/2017
Page No : 3

	Tunxis Hill Cutoff From East				Tunxis Hill Rd From South				Tunxis Hill Cutoff From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00 AM				07:15 AM				07:00 AM				
+0 mins.	122	16	0	138	19	0	1	20	0	71	1	72	
+15 mins.	171	12	0	183	13	0	0	13	0	110	0	110	
+30 mins.	171	17	0	188	12	0	0	12	0	49	0	49	
+45 mins.	150	22	0	172	14	0	0	14	1	38	0	39	
Total Volume	614	67	0	681	58	0	1	59	1	268	1	270	
% App. Total	90.2	9.8	0		98.3	0	1.7		0.4	99.3	0.4		
PHF	.898	.761	.000	.906	.763	.000	.250	.738	.250	.609	.250	.614	



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Tunxis Hill Rd at Tunxis Hill Cutoff
Fairfield, Connecticut

File Name : 15773
Site Code : 15773
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

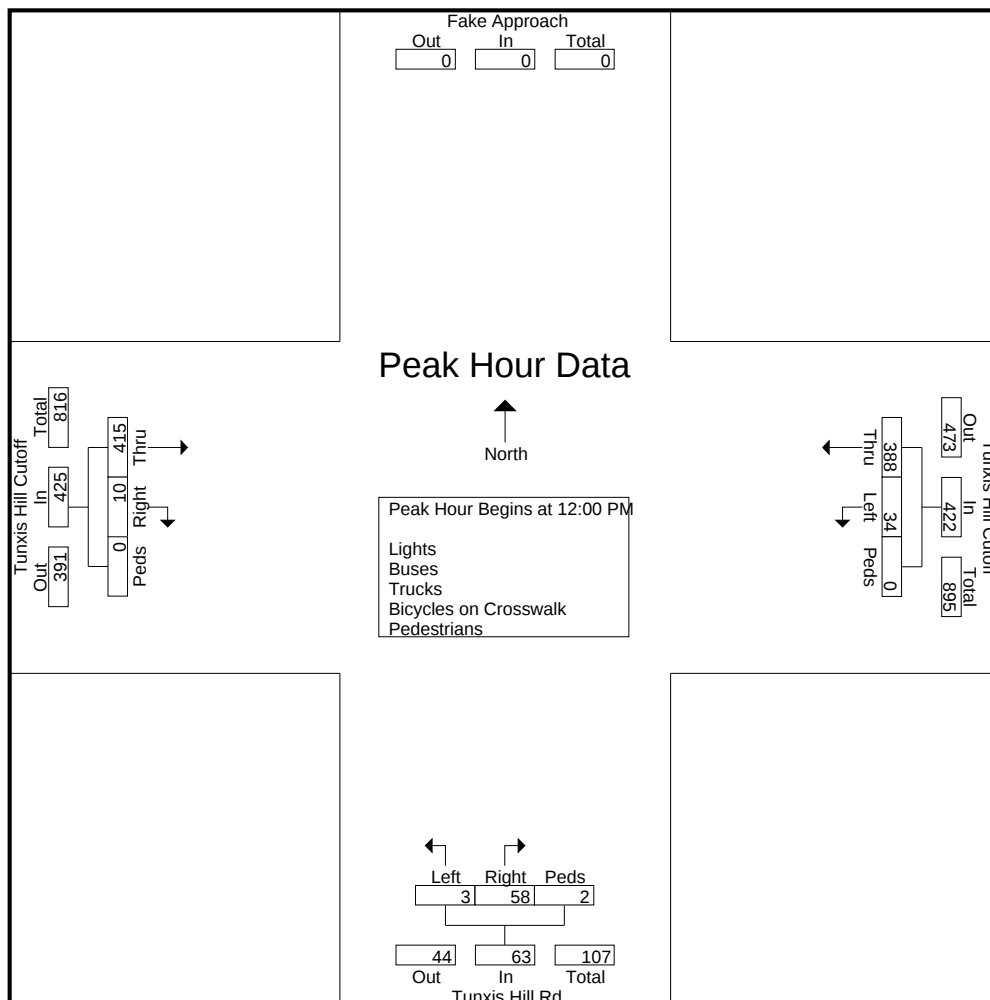
	Tunxis Hill Cutoff From East				Tunxis Hill Rd From South				Tunxis Hill Cutoff From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
11:00 AM	92	12	0	104	9	0	2	11	1	80	0	81	196
11:15 AM	93	7	0	100	11	0	0	11	1	83	0	84	195
11:30 AM	90	17	0	107	21	0	0	21	3	86	0	89	217
11:45 AM	94	6	0	100	13	0	1	14	4	83	0	87	201
Total	369	42	0	411	54	0	3	57	9	332	0	341	809
12:00 PM	110	13	0	123	16	2	0	18	3	104	0	107	248
12:15 PM	86	9	0	95	16	0	1	17	3	89	0	92	204
12:30 PM	107	5	0	112	14	0	1	15	0	101	0	101	228
12:45 PM	85	7	0	92	12	1	0	13	4	121	0	125	230
Total	388	34	0	422	58	3	2	63	10	415	0	425	910
Grand Total	757	76	0	833	112	3	5	120	19	747	0	766	1719
Apprch %	90.9	9.1	0		93.3	2.5	4.2		2.5	97.5	0		
Total %	44	4.4	0	48.5	6.5	0.2	0.3	7	1.1	43.5	0	44.6	
Lights	730	72	0	802	107	3	0	110	18	737	0	755	1667
% Lights	96.4	94.7	0	96.3	95.5	100	0	91.7	94.7	98.7	0	98.6	97
Buses	7	4	0	11	3	0	0	3	0	3	0	3	17
% Buses	0.9	5.3	0	1.3	2.7	0	0	2.5	0	0.4	0	0.4	1
Trucks	20	0	0	20	2	0	0	2	1	7	0	8	30
% Trucks	2.6	0	0	2.4	1.8	0	0	1.7	5.3	0.9	0	1	1.7
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	5	5	0	0	0	0	5
% Pedestrians	0	0	0	0	0	0	100	4.2	0	0	0	0	0.3

Connecticut Counts LLC

Kensington, Connecticut 06037
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File Name : 15773
Site Code : 15773
Start Date : 5/4/2017
Page No : 2

	Tunxis Hill Cutoff From East				Tunxis Hill Rd From South				Tunxis Hill Cutoff From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	110	13	0	123	16	2	0	18	3	104	0	107	248
12:15 PM	86	9	0	95	16	0	1	17	3	89	0	92	204
12:30 PM	107	5	0	112	14	0	1	15	0	101	0	101	228
12:45 PM	85	7	0	92	12	1	0	13	4	121	0	125	230
Total Volume	388	34	0	422	58	3	2	63	10	415	0	425	910
% App. Total	91.9	8.1	0		92.1	4.8	3.2		2.4	97.6	0		
PHF	.882	.654	.000	.858	.906	.375	.500	.875	.625	.857	.000	.850	.917

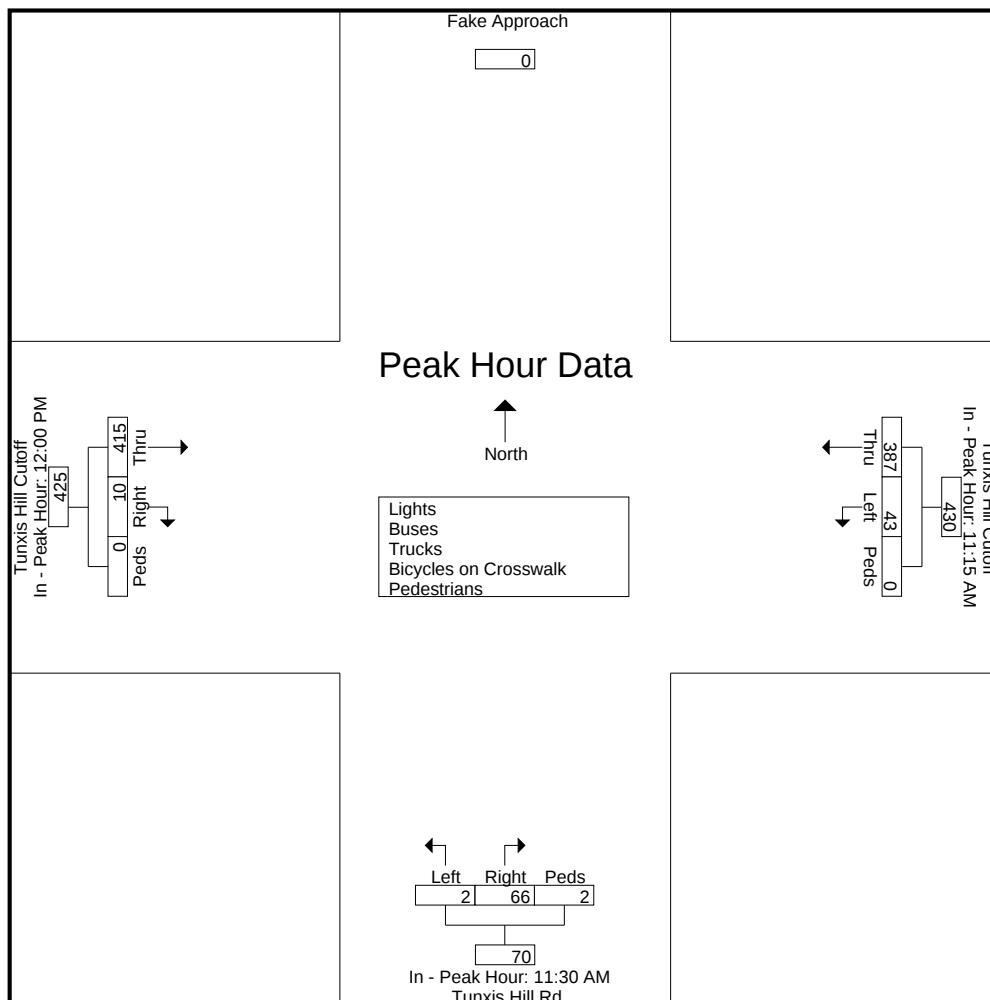


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 15773
Site Code : 15773
Start Date : 5/4/2017
Page No : 3

	Tunxis Hill Cutoff From East				Tunxis Hill Rd From South				Tunxis Hill Cutoff From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	11:15 AM				11:30 AM				12:00 PM				
+0 mins.	93	7	0	100	21	0	0	21	3	104	0	107	
+15 mins.	90	17	0	107	13	0	1	14	3	89	0	92	
+30 mins.	94	6	0	100	16	2	0	18	0	101	0	101	
+45 mins.	110	13	0	123	16	0	1	17	4	121	0	125	
Total Volume	387	43	0	430	66	2	2	70	10	415	0	425	
% App. Total	90	10	0		94.3	2.9	2.9		2.4	97.6	0		
PHF	.880	.632	.000	.874	.786	.250	.500	.833	.625	.857	.000	.850	



Connecticut Counts LLC
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Tunxis Hill Rd at Tunxis Hill Cutoff
Fairfield, Connecticut

File Name : 15774
Site Code : 15774
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

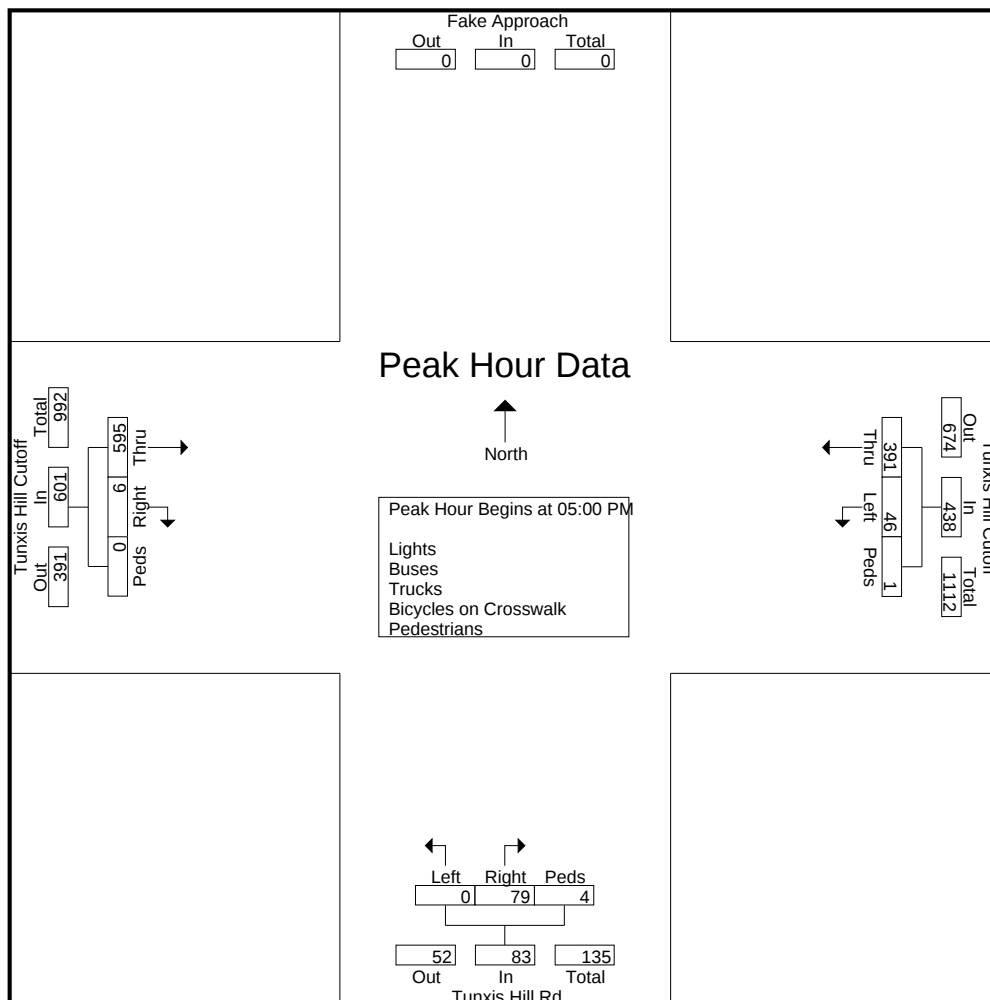
	Tunxis Hill Cutoff From East				Tunxis Hill Rd From South				Tunxis Hill Cutoff From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	117	10	0	127	15	1	0	16	2	123	0	125	268
04:15 PM	98	7	0	105	19	2	1	22	2	146	0	148	275
04:30 PM	109	7	0	116	20	1	0	21	1	125	0	126	263
04:45 PM	84	17	0	101	13	1	0	14	0	144	0	144	259
Total	408	41	0	449	67	5	1	73	5	538	0	543	1065
05:00 PM	99	16	0	115	16	0	2	18	0	156	0	156	289
05:15 PM	90	9	0	99	24	0	1	25	2	136	0	138	262
05:30 PM	89	13	0	102	19	0	0	19	2	156	0	158	279
05:45 PM	113	8	1	122	20	0	1	21	2	147	0	149	292
Total	391	46	1	438	79	0	4	83	6	595	0	601	1122
Grand Total	799	87	1	887	146	5	5	156	11	1133	0	1144	2187
Apprch %	90.1	9.8	0.1		93.6	3.2	3.2		1	99	0		
Total %	36.5	4	0	40.6	6.7	0.2	0.2	7.1	0.5	51.8	0	52.3	
Lights	791	85	0	876	144	4	0	148	11	1117	0	1128	2152
% Lights	99	97.7	0	98.8	98.6	80	0	94.9	100	98.6	0	98.6	98.4
Buses	6	0	0	6	0	1	0	1	0	4	0	4	11
% Buses	0.8	0	0	0.7	0	20	0	0.6	0	0.4	0	0.3	0.5
Trucks	2	2	0	4	2	0	0	2	0	12	0	12	18
% Trucks	0.3	2.3	0	0.5	1.4	0	0	1.3	0	1.1	0	1	0.8
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	1	1	0	0	5	5	0	0	0	0	6
% Pedestrians	0	0	100	0.1	0	0	100	3.2	0	0	0	0	0.3

Connecticut Counts LLC

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(860) 828-1693

File Name : 15774
Site Code : 15774
Start Date : 5/4/2017
Page No : 2

	Tunxis Hill Cutoff From East				Tunxis Hill Rd From South				Tunxis Hill Cutoff From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	99	16	0	115	16	0	2	18	0	156	0	156	289
05:15 PM	90	9	0	99	24	0	1	25	2	136	0	138	262
05:30 PM	89	13	0	102	19	0	0	19	2	156	0	158	279
05:45 PM	113	8	1	122	20	0	1	21	2	147	0	149	292
Total Volume	391	46	1	438	79	0	4	83	6	595	0	601	1122
% App. Total	89.3	10.5	0.2		95.2	0	4.8		1	99	0		
PHF	.865	.719	.250	.898	.823	.000	.500	.830	.750	.954	.000	.951	.961

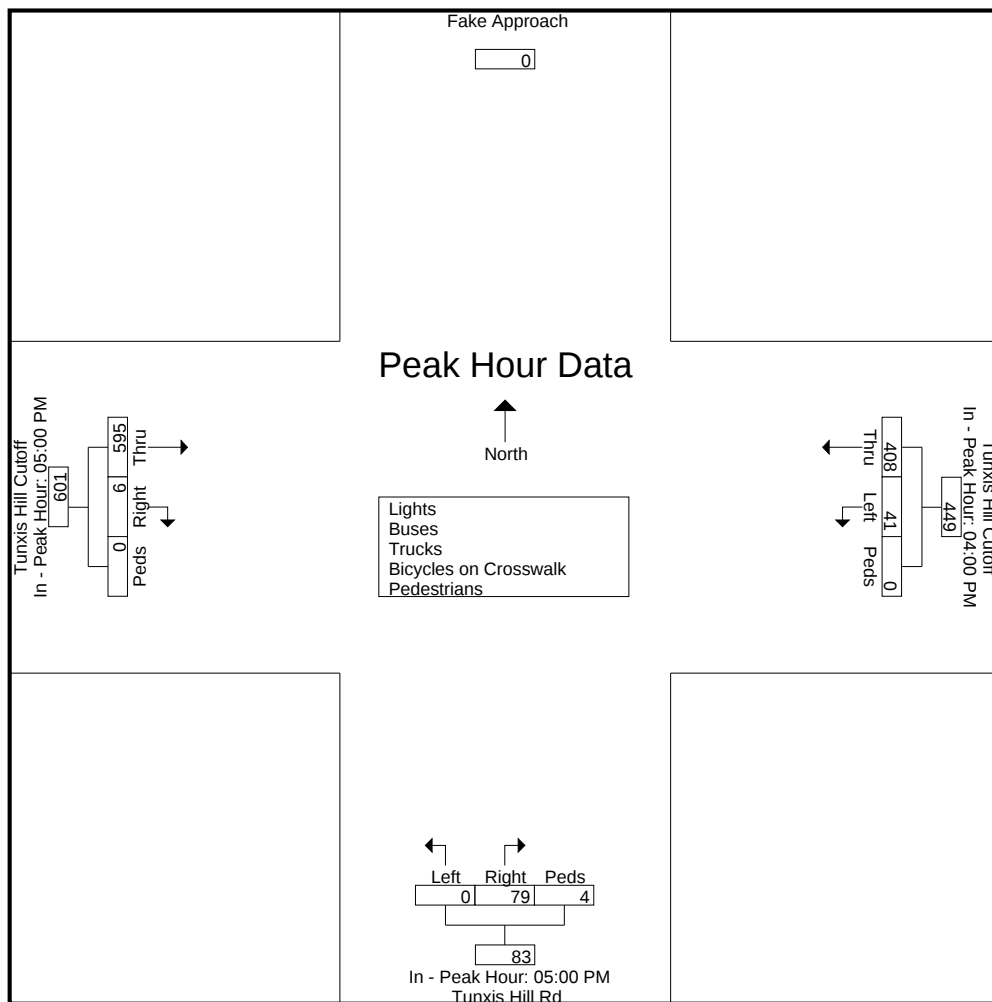


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 15774
Site Code : 15774
Start Date : 5/4/2017
Page No : 3

	Tunxis Hill Cutoff From East				Tunxis Hill Rd From South				Tunxis Hill Cutoff From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:00 PM				05:00 PM				05:00 PM				
+0 mins.	117	10	0	127	16	0	2	18	0	156	0	156	
+15 mins.	98	7	0	105	24	0	1	25	2	136	0	138	
+30 mins.	109	7	0	116	19	0	0	19	2	156	0	158	
+45 mins.	84	17	0	101	20	0	1	21	2	147	0	149	
Total Volume	408	41	0	449	79	0	4	83	6	595	0	601	
% App. Total	90.9	9.1	0		95.2	0	4.8		1	99	0		
PHF	.872	.603	.000	.884	.823	.000	.500	.830	.750	.954	.000	.951	



Connecticut Counts LLC
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Tunxis Hill Rd at Tunxis Hill Cutoff
 Fairfield, Connecticut

File Name : 15775
 Site Code : 15775
 Start Date : 5/6/2017
 Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

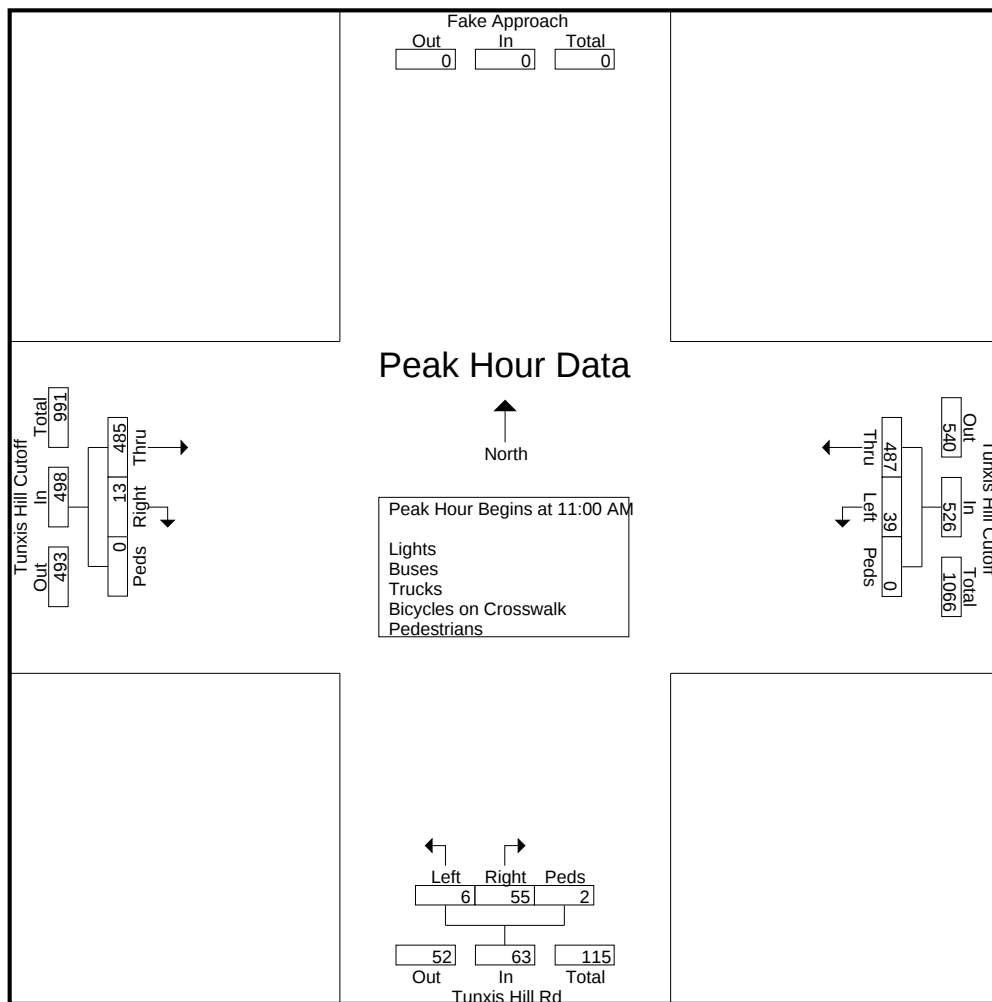
	Tunxis Hill Cutoff From East				Tunxis Hill Rd From South				Tunxis Hill Cutoff From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
11:00 AM	117	9	0	126	12	3	1	16	5	137	0	142	284
11:15 AM	110	14	0	124	12	1	0	13	6	127	0	133	270
11:30 AM	123	7	0	130	18	1	1	20	2	103	0	105	255
11:45 AM	137	9	0	146	13	1	0	14	0	118	0	118	278
Total	487	39	0	526	55	6	2	63	13	485	0	498	1087
12:00 PM	120	9	0	129	11	2	1	14	2	111	0	113	256
12:15 PM	98	7	0	105	13	0	0	13	2	116	0	118	236
12:30 PM	113	9	0	122	18	0	0	18	1	114	0	115	255
12:45 PM	128	10	0	138	16	1	0	17	3	128	0	131	286
Total	459	35	0	494	58	3	1	62	8	469	0	477	1033
Grand Total	946	74	0	1020	113	9	3	125	21	954	0	975	2120
Apprch %	92.7	7.3	0		90.4	7.2	2.4		2.2	97.8	0		
Total %	44.6	3.5	0	48.1	5.3	0.4	0.1	5.9	1	45	0	46	
Lights	936	74	0	1010	108	9	0	117	19	944	0	963	2090
% Lights	98.9	100	0	99	95.6	100	0	93.6	90.5	99	0	98.8	98.6
Buses	3	0	0	3	0	0	0	0	0	4	0	4	7
% Buses	0.3	0	0	0.3	0	0	0	0	0	0.4	0	0.4	0.3
Trucks	7	0	0	7	5	0	0	5	2	6	0	8	20
% Trucks	0.7	0	0	0.7	4.4	0	0	4	9.5	0.6	0	0.8	0.9
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	3	3	0	0	0	0	3
% Pedestrians	0	0	0	0	0	0	100	2.4	0	0	0	0	0.1

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File Name : 15775
Site Code : 15775
Start Date : 5/6/2017
Page No : 2

	Tunxis Hill Cutoff From East				Tunxis Hill Rd From South				Tunxis Hill Cutoff From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:00 AM													
11:00 AM	117	9	0	126	12	3	1	16	5	137	0	142	284
11:15 AM	110	14	0	124	12	1	0	13	6	127	0	133	270
11:30 AM	123	7	0	130	18	1	1	20	2	103	0	105	255
11:45 AM	137	9	0	146	13	1	0	14	0	118	0	118	278
Total Volume	487	39	0	526	55	6	2	63	13	485	0	498	1087
% App. Total	92.6	7.4	0		87.3	9.5	3.2		2.6	97.4	0		
PHF	.889	.696	.000	.901	.764	.500	.500	.788	.542	.885	.000	.877	.957

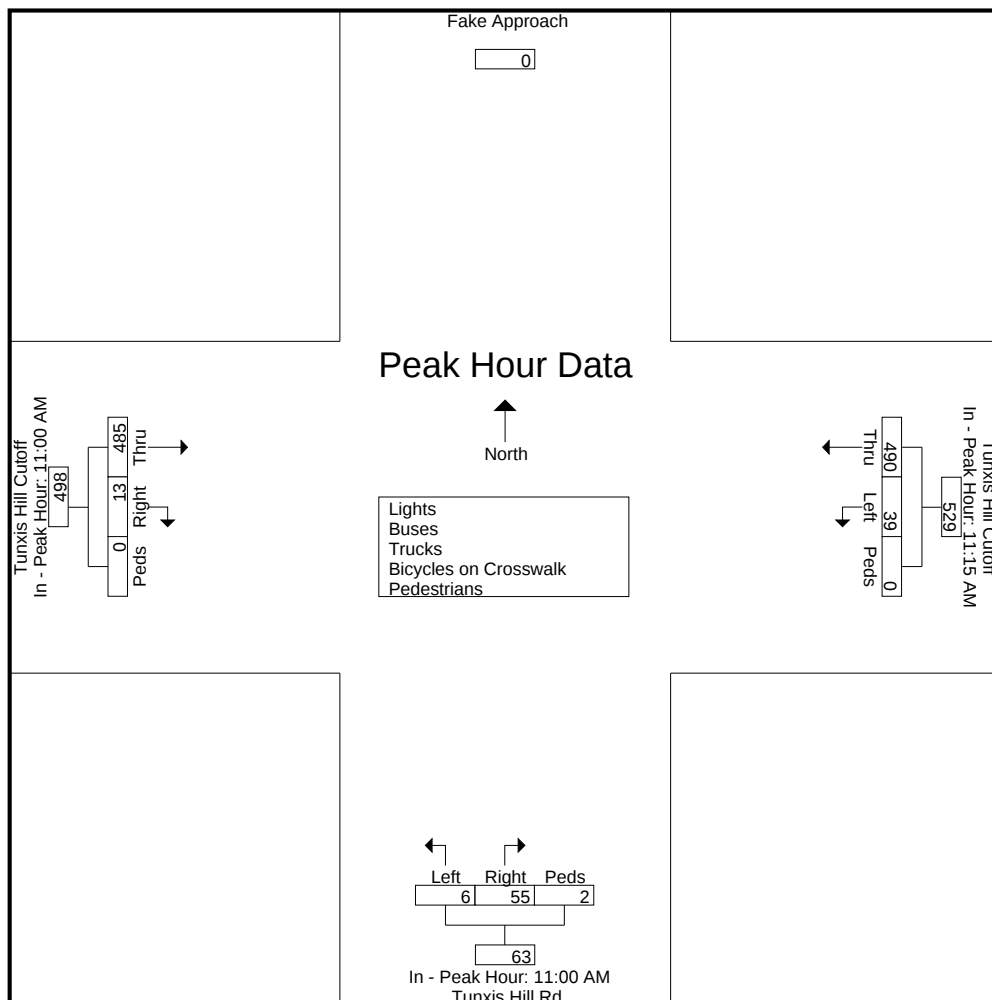


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 15775
Site Code : 15775
Start Date : 5/6/2017
Page No : 3

	Tunxis Hill Cutoff From East				Tunxis Hill Rd From South				Tunxis Hill Cutoff From West				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	11:15 AM				11:00 AM				11:00 AM				
+0 mins.	110	14	0	124	12	3	1	16	5	137	0	142	
+15 mins.	123	7	0	130	12	1	0	13	6	127	0	133	
+30 mins.	137	9	0	146	18	1	1	20	2	103	0	105	
+45 mins.	120	9	0	129	13	1	0	14	0	118	0	118	
Total Volume	490	39	0	529	55	6	2	63	13	485	0	498	
% App. Total	92.6	7.4	0		87.3	9.5	3.2		2.6	97.4	0		
PHF	.894	.696	.000	.906	.764	.500	.500	.788	.542	.885	.000	.877	



Connecticut Counts LLC

Kensington, Connecticut 06037

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Black Rock at Tunxis/Moritz/Whitewood
Fairfield, Connecticut

File Name : 15776
Site Code : 15776
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

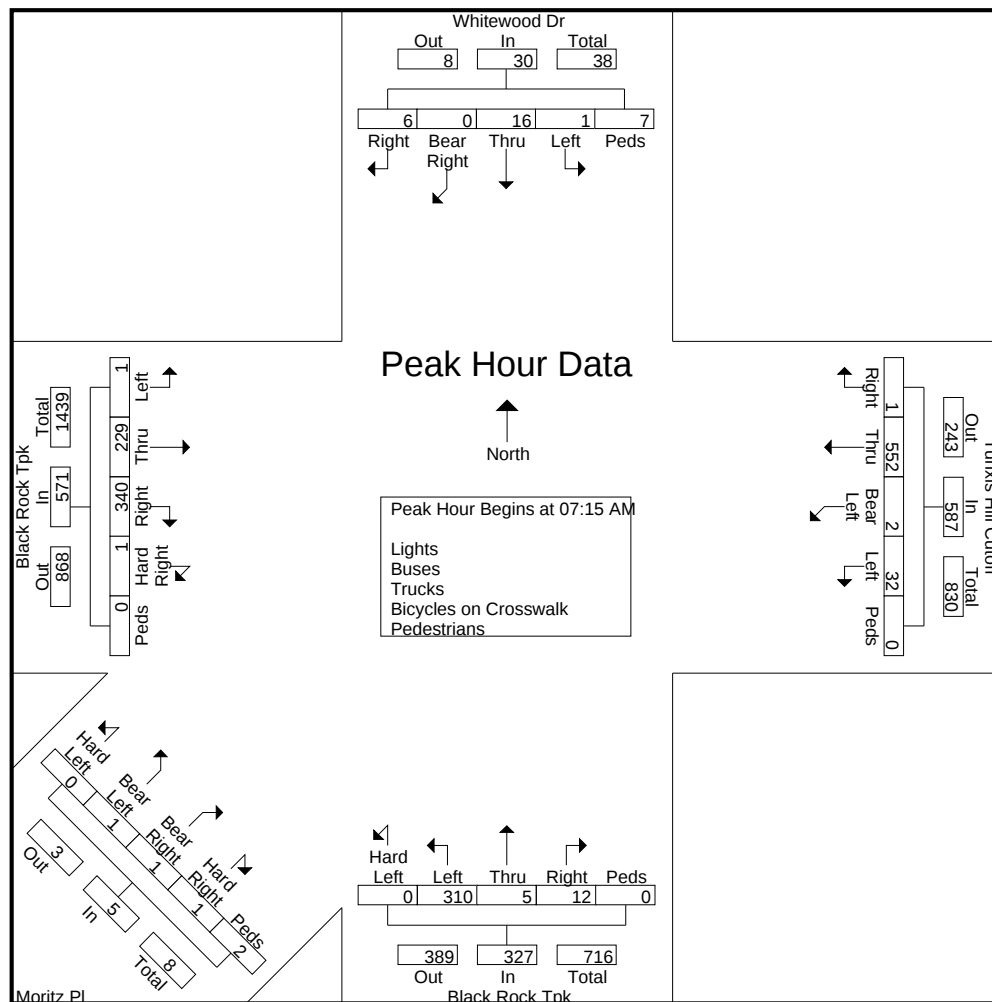
	Whitewood Dr From North						Tunxis Hill Cutoff From East						Black Rock Tpk From South						Moritz Pl From Southwest						Black Rock Tpk From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	1	2	0	0	6	0	117	0	1	0	118	4	0	45	0	1	50	0	1	0	1	1	3	0	69	62	0	0	131	308
07:15 AM	3	0	4	0	1	8	1	150	0	8	0	159	5	1	51	0	0	57	1	0	1	0	0	2	0	77	102	0	0	179	405
07:30 AM	1	0	5	0	2	8	0	172	1	8	0	181	0	3	61	0	0	64	0	0	0	0	0	0	0	81	44	0	0	125	378
07:45 AM	1	0	3	1	1	6	0	128	1	12	0	141	3	0	99	0	0	102	0	0	0	0	2	2	1	85	31	0	0	117	368
Total	8	1	14	1	4	28	1	567	2	29	0	599	12	4	256	0	1	273	1	1	1	1	3	7	1	312	239	0	0	552	1459
08:00 AM	1	0	4	0	3	8	0	102	0	4	0	106	4	1	99	0	0	104	0	1	0	0	0	1	0	97	52	1	0	150	369
08:15 AM	2	0	0	0	1	3	0	96	2	9	0	107	1	1	83	1	0	86	0	0	0	0	0	0	0	95	54	0	0	149	345
08:30 AM	0	0	2	0	0	2	0	77	0	0	1	78	8	0	88	1	0	97	1	0	0	1	0	2	2	95	62	1	0	160	339
08:45 AM	0	0	1	0	1	2	0	109	1	9	0	119	6	0	94	0	0	100	1	1	0	0	1	3	0	98	67	1	0	166	390
Total	3	0	7	0	5	15	0	384	3	22	1	410	19	2	364	2	0	387	2	2	0	1	1	6	2	385	235	3	0	625	1443
Grand Total	11	1	21	1	9	43	1	951	5	51	1	1009	31	6	620	2	1	660	3	3	1	2	4	13	3	697	474	3	0	1177	2902
Apprch %	25.6	2.3	48.8	2.3	20.9		0.1	94.3	0.5	5.1	0.1		4.7	0.9	93.9	0.3	0.2		23.1	23.1	7.7	15.4	30.8		0.3	59.2	40.3	0.3	0		
Total %	0.4	0	0.7	0	0.3	1.5	0	32.8	0.2	1.8	0	34.8	1.1	0.2	21.4	0.1	0	22.7	0.1	0.1	0	0.1	0.1	0.4	0.1	24	16.3	0.1	0	40.6	
Lights	11	1	21	0	0	33	1	924	5	49	0	979	30	5	584	1	0	620	3	3	1	1	0	8	3	671	456	3	0	1133	2773
% Lights	100	100	100	0	0	76.7	100	97.2	100	96.1	0	97	96.8	83.3	94.2	50	0	93.9	100	100	100	50	0	61.5	100	96.3	96.2	100	0	96.3	95.6
Buses	0	0	0	1	0	1	0	4	0	0	0	4	0	1	3	0	0	4	0	0	0	1	0	1	0	4	9	0	0	13	23
% Buses	0	0	0	100	0	2.3	0	0.4	0	0	0	0.4	0	16.7	0.5	0	0	0.6	0	0	0	50	0	7.7	0	0.6	1.9	0	0	1.1	0.8
Trucks	0	0	0	0	0	0	0	23	0	2	0	25	1	0	33	1	0	35	0	0	0	0	0	0	0	22	9	0	0	31	91
% Trucks	0	0	0	0	0	0	0	2.4	0	3.9	0	2.5	3.2	0	5.3	50	0	5.3	0	0	0	0	0	0	0	3.2	1.9	0	0	2.6	3.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	9	9	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	4	4	0	0	0	0	0	0	15
% Pedestrians	0	0	0	0	100	20.9	0	0	0	0	100	0.1	0	0	0	0	100	0.2	0	0	0	0	100	30.8	0	0	0	0	0	0	0.5

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 15776
Site Code : 15776
Start Date : 5/4/2017
Page No : 2

	Whitewood Dr From North						Tunxis Hill Cutoff From East						Black Rock Tpk From South						Moritz Pl From Southwest						Black Rock Tpk From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 07:15 AM																															
07:15 AM	3	0	4	0	1	8	1	150	0	8	0	159	5	1	51	0	0	57	1	0	1	0	0	2	0	77	102	0	0	179	405
07:30 AM	1	0	5	0	2	8	0	172	1	8	0	181	0	3	61	0	0	64	0	0	0	0	0	0	0	81	44	0	0	125	378
07:45 AM	1	0	3	1	1	6	0	128	1	12	0	141	3	0	99	0	0	102	0	0	0	0	2	2	1	85	31	0	0	117	368
08:00 AM	1	0	4	0	3	8	0	102	0	4	0	106	4	1	99	0	0	104	0	1	0	0	0	1	0	97	52	1	0	150	369
Total Volume	6	0	16	1	7	30	1	552	2	32	0	587	12	5	310	0	0	327	1	1	1	0	2	5	1	340	229	1	0	571	1520
% App. Total	20	0	53.3	3.3	23.3		0.2	94	0.3	5.5	0		3.7	1.5	94.8	0	0		20	20	20	0	40		0.2	59.5	40.1	0.2	0		
PHF	.500	.000	.800	.250	.583	.938	.250	.802	.500	.667	.000	.811	.600	.417	.783	.000	.000	.786	.250	.250	.250	.000	.250	.625	.250	.876	.561	.250	.000	.797	.938



Connecticut Counts LLC

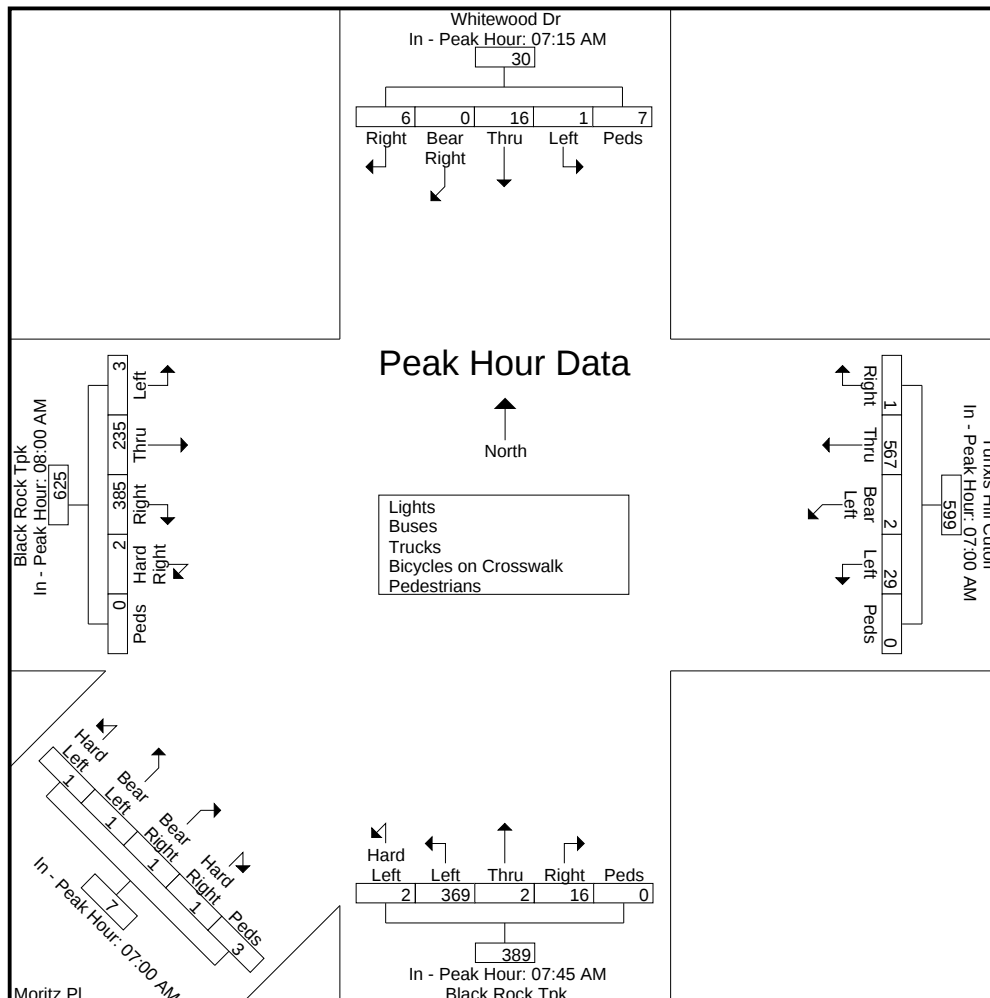
Kensington, Connecticut 06037
(860) 828-1693

File Name : 15776
Site Code : 15776
Start Date : 5/4/2017
Page No : 3

	Whitewood Dr From North						Tunxis Hill Cutoff From East						Black Rock Tpk From South						Moritz Pl From Southwest						Black Rock Tpk From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM						07:00 AM						07:45 AM						07:00 AM						08:00 AM					
+0 mins.	3	0	4	0	1	8	0	117	0	1	0	118	3	0	99	0	0	102	0	1	0	1	1	3	0	97	52	1	0	150
+15 mins.	1	0	5	0	2	8	1	150	0	8	0	159	4	1	99	0	0	104	1	0	1	0	0	2	0	95	54	0	0	149
+30 mins.	1	0	3	1	1	6	0	172	1	8	0	181	1	1	83	1	0	86	0	0	0	0	0	0	2	95	62	1	0	160
+45 mins.	1	0	4	0	3	8	0	128	1	12	0	141	8	0	88	1	0	97	0	0	0	0	2	2	0	98	67	1	0	166
Total Volume	6	0	16	1	7	30	1	567	2	29	0	599	16	2	369	2	0	389	1	1	1	1	3	7	2	385	235	3	0	625
% App. Total	20	0	53.3	3.3	23.3		0.2	94.7	0.3	4.8	0		4.1	0.5	94.9	0.5	0		14.3	14.3	14.3	14.3	42.9		0.3	61.6	37.6	0.5	0	
PHF	.500	.000	.800	.250	.583	.938	.250	.824	.500	.604	.000	.827	.500	.500	.932	.500	.000	.935	.250	.250	.250	.250	.375	.583	.250	.982	.877	.750	.000	.941



Connecticut Counts LLC

Kensington, Connecticut 06037

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Black Rock at Moritz/Tunxis/Whitewood
Fairfield, Connecticut

File Name : 15777
Site Code : 15777
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

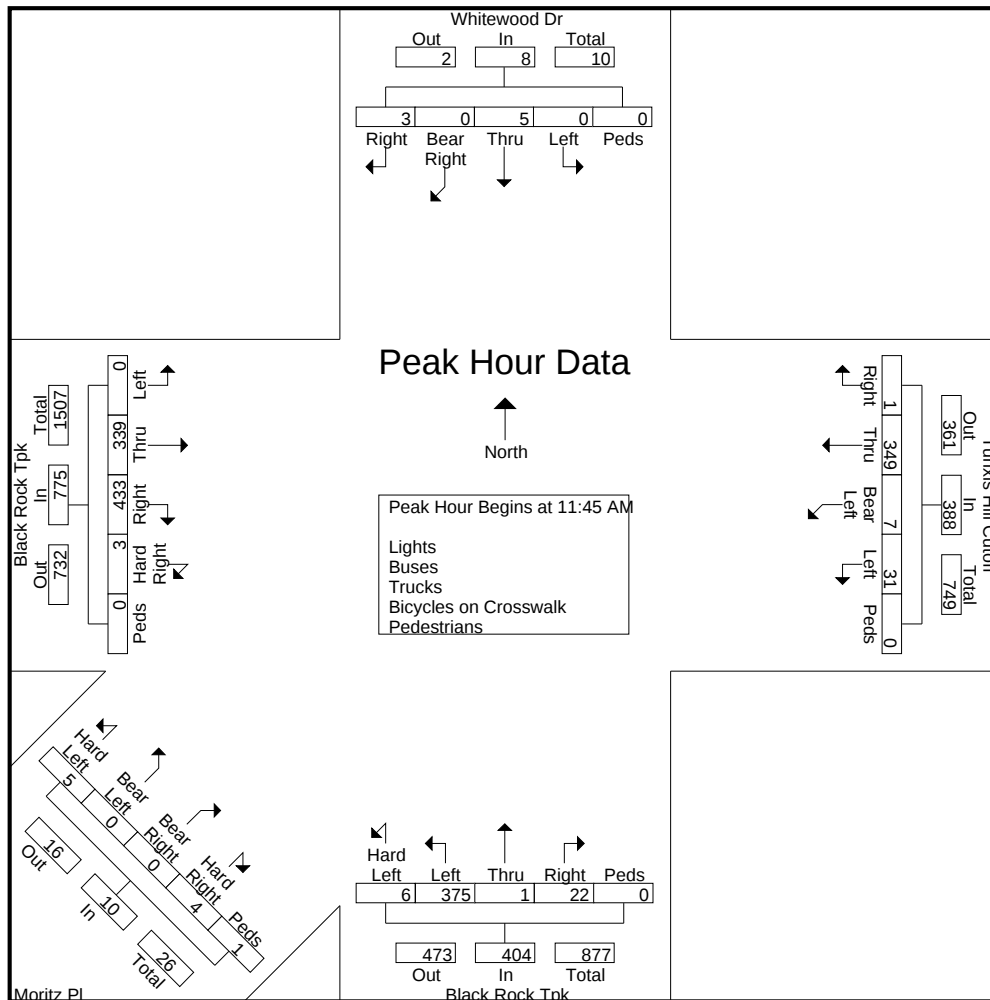
	Whitewood Dr From North						Tunxis Hill Cutoff From East						Black Rock Tpk From South						Moritz Pl From Southwest						Black Rock Tpk From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	8	1	1	10	0	85	1	6	2	94	1	0	95	1	0	97	1	0	0	1	1	3	1	100	80	0	0	181	385
11:15 AM	0	1	0	0	0	1	0	76	2	12	0	90	0	0	85	0	0	85	1	1	0	2	0	4	1	97	74	0	0	172	352
11:30 AM	1	1	4	0	1	7	0	100	0	6	1	107	5	0	88	0	0	93	0	2	0	0	0	2	1	104	87	0	0	192	401
11:45 AM	2	0	1	0	0	3	1	98	1	8	0	108	5	0	97	2	0	104	0	0	0	0	0	0	0	116	74	0	0	190	405
Total	3	2	13	1	2	21	1	359	4	32	3	399	11	0	365	3	0	379	2	3	0	3	1	9	3	417	315	0	0	735	1543
12:00 PM	0	0	4	0	0	4	0	85	1	8	0	94	5	0	88	2	0	95	1	0	0	2	1	4	0	129	86	0	0	215	412
12:15 PM	0	0	0	0	0	0	0	75	2	6	0	83	5	1	100	0	0	106	2	0	0	1	0	3	1	88	80	0	0	169	361
12:30 PM	1	0	0	0	0	1	0	91	3	9	0	103	7	0	90	2	0	99	1	0	0	2	0	3	2	100	99	0	0	201	407
12:45 PM	5	0	1	0	0	6	0	77	1	9	0	87	6	1	83	0	0	90	0	0	0	0	0	0	3	119	31	0	0	153	336
Total	6	0	5	0	0	11	0	328	7	32	0	367	23	2	361	4	0	390	4	0	0	5	1	10	6	436	296	0	0	738	1516
Grand Total	9	2	18	1	2	32	1	687	11	64	3	766	34	2	726	7	0	769	6	3	0	8	2	19	9	853	611	0	0	1473	3059
Apprch %	28.1	6.2	56.2	3.1	6.2		0.1	89.7	1.4	8.4	0.4		4.4	0.3	94.4	0.9	0		31.6	15.8	0	42.1	10.5		0.6	57.9	41.5	0	0		
Total %	0.3	0.1	0.6	0	0.1	1	0	22.5	0.4	2.1	0.1	25	1.1	0.1	23.7	0.2	0	25.1	0.2	0.1	0	0.3	0.1	0.6	0.3	27.9	20	0	0	48.2	
Lights	9	0	18	1	0	28	1	668	9	61	0	739	33	2	685	7	0	727	4	3	0	7	0	14	9	806	596	0	0	1411	2919
% Lights	100	0	100	100	0	87.5	100	97.2	81.8	95.3	0	96.5	97.1	100	94.4	100	0	94.5	66.7	100	0	87.5	0	73.7	100	94.5	97.5	0	0	95.8	95.4
Buses	0	0	0	0	0	0	0	5	0	0	0	5	0	0	3	0	0	3	0	0	0	0	0	0	0	6	4	0	0	10	18
% Buses	0	0	0	0	0	0	0	0.7	0	0	0	0.7	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0	0.7	0.7	0	0	0.7	0.6
Trucks	0	2	0	0	0	2	0	14	2	3	0	19	1	0	38	0	0	39	2	0	0	1	0	3	0	41	11	0	0	52	115
% Trucks	0	100	0	0	0	6.2	0	2	18.2	4.7	0	2.5	2.9	0	5.2	0	0	5.1	33.3	0	0	12.5	0	15.8	0	4.8	1.8	0	0	3.5	3.8
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	5.3	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	2	2	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	6
% Pedestrians	0	0	0	0	100	6.2	0	0	0	0	100	0.4	0	0	0	0	0	0	0	0	0	0	50	5.3	0	0	0	0	0	0	0.2

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 15777
Site Code : 15777
Start Date : 5/4/2017
Page No : 2

	Whitewood Dr From North						Tunxis Hill Cutoff From East						Black Rock Tpk From South						Moritz Pl From Southwest						Black Rock Tpk From West							
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																																
Peak Hour for Entire Intersection Begins at 11:45 AM																																
11:45 AM	2	0	1	0	0	3	1	98	1	8	0	108	5	0	97	2	0	104	0	0	0	0	0	0	0	0	116	74	0	0	190	405
12:00 PM	0	0	4	0	0	4	0	85	1	8	0	94	5	0	88	2	0	95	1	0	0	2	1	4	0	129	86	0	0	215	412	
12:15 PM	0	0	0	0	0	0	0	75	2	6	0	83	5	1	100	0	0	106	2	0	0	1	0	3	1	88	80	0	0	169	361	
12:30 PM	1	0	0	0	0	1	0	91	3	9	0	103	7	0	90	2	0	99	1	0	0	2	0	3	2	100	99	0	0	201	407	
Total Volume	3	0	5	0	0	8	1	349	7	31	0	388	22	1	375	6	0	404	4	0	0	5	1	10	3	433	339	0	0	775	1585	
% App. Total	.375	0	.625	0	0		0.3	89.9	1.8	8	0		5.4	0.2	92.8	1.5	0		40	0	0	50	10		0.4	55.9	43.7	0	0			
PHF	.375	.000	.313	.000	.000	.500	.250	.890	.583	.861	.000	.898	.786	.250	.938	.750	.000	.953	.500	.000	.000	.625	.250	.625	.375	.839	.856	.000	.000	.901	.962	



Connecticut Counts LLC

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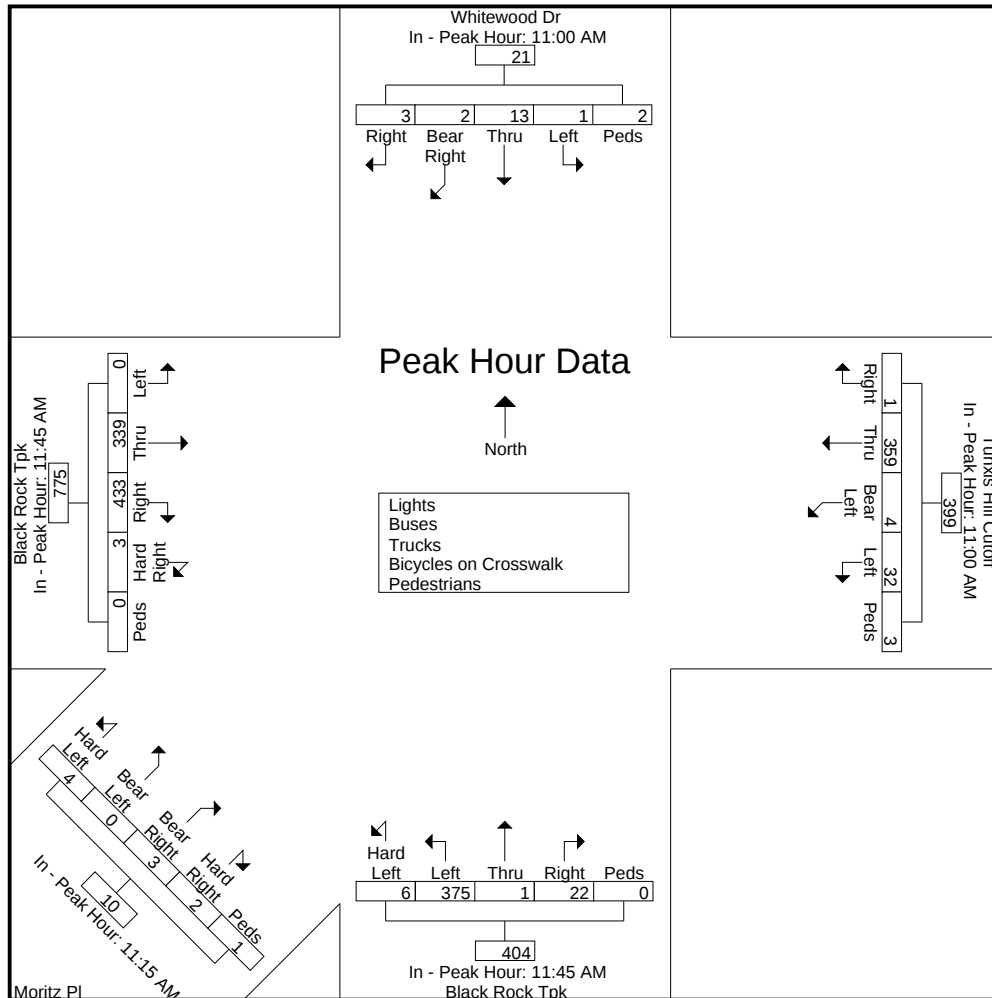
File Name : 15777
Site Code : 15777
Start Date : 5/4/2017
Page No : 3

	Whitewood Dr From North						Tunxis Hill Cutoff From East						Black Rock Tpk From South						Moritz Pl From Southwest						Black Rock Tpk From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00 AM						11:00 AM						11:45 AM						11:15 AM						11:45 AM					
+0 mins.	0	0	8	1	1	10	0	85	1	6	2	94	5	0	97	2	0	104	1	1	0	2	0	4	0	116	74	0	0	190
+15 mins.	0	1	0	0	0	1	0	76	2	12	0	90	5	0	88	2	0	95	0	2	0	0	0	2	0	129	86	0	0	215
+30 mins.	1	1	4	0	1	7	0	100	0	6	1	107	5	1	100	0	0	106	0	0	0	0	0	0	1	88	80	0	0	169
+45 mins.	2	0	1	0	0	3	1	98	1	8	0	108	7	0	90	2	0	99	1	0	0	2	1	4	2	100	99	0	0	201
Total Volume	3	2	13	1	2	21	1	359	4	32	3	399	22	1	375	6	0	404	2	3	0	4	1	10	3	433	339	0	0	775
% App. Total	14.3	9.5	61.9	4.8	9.5		0.3	90	1	8	0.8		5.4	0.2	92.8	1.5	0		20	30	0	40	10		0.4	55.9	43.7	0	0	
PHF	.375	.500	.406	.250	.500	.525	.250	.898	.500	.667	.375	.924	.786	.250	.938	.750	.000	.953	.500	.375	.000	.500	.250	.625	.375	.839	.856	.000	.000	.901



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock at Moritz/Tunxis/Whitewood
Fairfield, Connecticut

File Name : 15778
Site Code : 15778
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

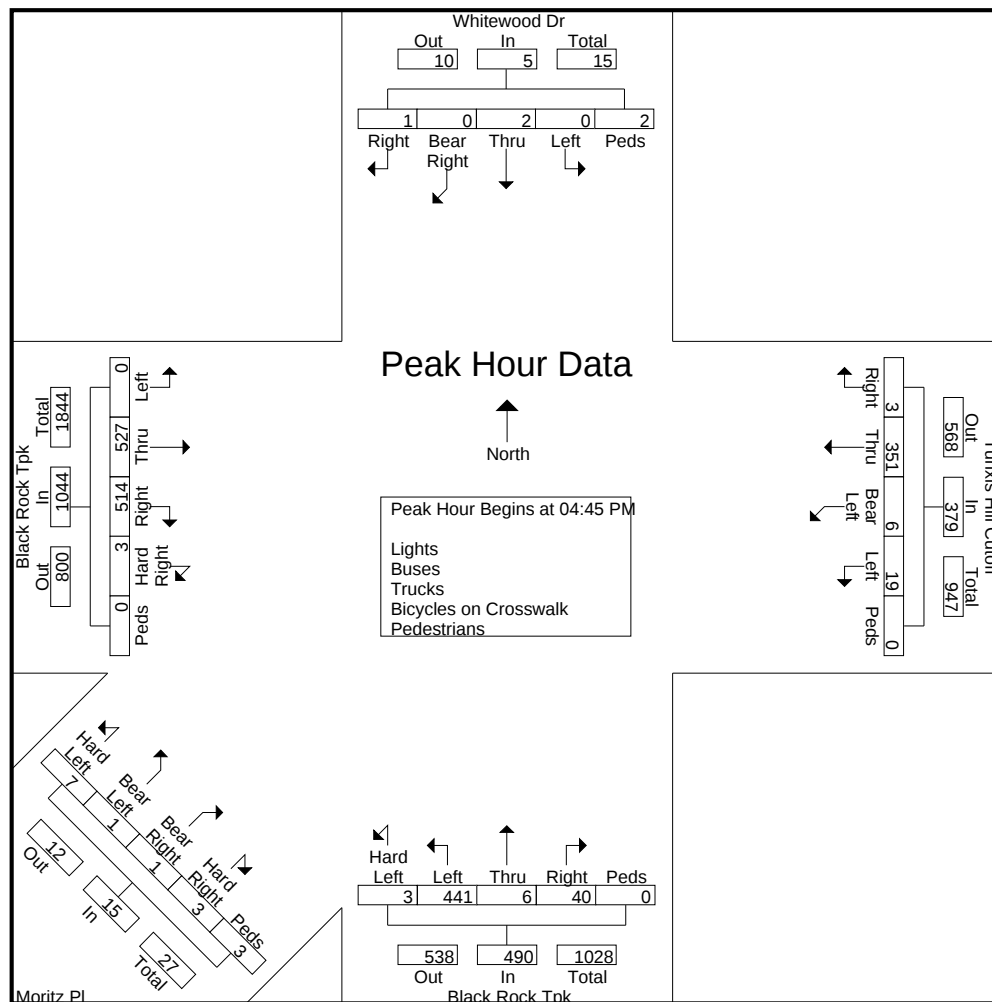
	Whitewood Dr From North						Tunxis Hill Cutoff From East						Black Rock Tpk From South						Moritz Pl From Southwest						Black Rock Tpk From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	0	2	4	0	7	0	98	1	6	0	105	5	3	111	0	0	119	0	0	0	3	1	4	1	135	119	0	0	255	490
04:15 PM	0	1	2	0	0	3	0	97	2	5	0	104	16	0	76	0	0	92	1	1	0	1	0	3	0	131	147	0	0	278	480
04:30 PM	0	0	2	0	0	2	2	93	0	5	0	100	6	1	85	1	0	93	1	1	0	3	3	8	2	121	120	0	0	243	446
04:45 PM	0	0	2	0	1	3	1	83	0	2	0	86	15	1	92	1	0	109	0	0	1	0	1	2	0	130	138	0	0	268	468
Total	1	1	8	4	1	15	3	371	3	18	0	395	42	5	364	2	0	413	2	2	1	7	5	17	3	517	524	0	0	1044	1884
05:00 PM	0	0	0	0	1	1	0	102	4	4	0	110	5	1	119	0	0	125	2	0	0	3	0	5	1	132	132	0	0	265	506
05:15 PM	0	0	0	0	0	0	1	76	0	10	0	87	11	0	109	2	0	122	1	0	0	1	1	3	1	127	120	0	0	248	460
05:30 PM	1	0	0	0	0	1	1	90	2	3	0	96	9	4	121	0	0	134	0	1	0	3	1	5	1	125	137	0	0	263	499
05:45 PM	2	0	2	0	0	4	0	94	2	4	0	100	13	0	92	0	0	105	0	0	0	0	2	2	0	131	126	0	0	257	468
Total	3	0	2	0	1	6	2	362	8	21	0	393	38	5	441	2	0	486	3	1	0	7	4	15	3	515	515	0	0	1033	1933
Grand Total	4	1	10	4	2	21	5	733	11	39	0	788	80	10	805	4	0	899	5	3	1	14	9	32	6	1032	1039	0	0	2077	3817
Apprch %	19	4.8	47.6	19	9.5		0.6	93	1.4	4.9	0		8.9	1.1	89.5	0.4	0		15.6	9.4	3.1	43.8	28.1		0.3	49.7	50	0	0		
Total %	0.1	0	0.3	0.1	0.1	0.6	0.1	19.2	0.3	1	0	20.6	2.1	0.3	21.1	0.1	0	23.6	0.1	0.1	0	0.4	0.2	0.8	0.2	27	27.2	0	0	54.4	
Lights	4	1	10	4	0	19	5	724	11	39	0	779	80	10	797	3	0	890	5	3	1	13	0	22	6	1009	1026	0	0	2041	3751
% Lights	100	100	100	100	0	90.5	100	98.8	100	100	0	98.9	100	100	99	75	0	99	100	100	100	92.9	0	68.8	100	97.8	98.7	0	0	98.3	98.3
Buses	0	0	0	0	0	0	0	6	0	0	0	6	0	0	1	0	0	1	0	0	0	0	0	0	0	2	5	0	0	7	14
% Buses	0	0	0	0	0	0	0	0.8	0	0	0	0.8	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0.2	0.5	0	0	0.3	0.4
Trucks	0	0	0	0	0	0	0	3	0	0	0	3	0	0	7	1	0	8	0	0	0	1	0	1	0	21	8	0	0	29	41
% Trucks	0	0	0	0	0	0	0	0.4	0	0	0	0.4	0	0	0.9	25	0	0.9	0	0	0	7.1	0	3.1	0	2	0.8	0	0	1.4	1.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	6.2	0	0	0	0	0	0	0.1
Pedestrians	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	9
% Pedestrians	0	0	0	0	100	9.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77.8	21.9	0	0	0	0	0	0	0.2

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 15778
Site Code : 15778
Start Date : 5/4/2017
Page No : 2

	Whitewood Dr From North						Tunxis Hill Cutoff From East						Black Rock Tpk From South						Moritz Pl From Southwest						Black Rock Tpk From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 04:45 PM																															
04:45 PM	0	0	2	0	1	3	1	83	0	2	0	86	15	1	92	1	0	109	0	0	1	0	1	2	0	130	138	0	0	268	468
05:00 PM	0	0	0	0	1	1	0	102	4	4	0	110	5	1	119	0	0	125	2	0	0	3	0	5	1	132	132	0	0	265	506
05:15 PM	0	0	0	0	0	0	1	76	0	10	0	87	11	0	109	2	0	122	1	0	0	1	1	3	1	127	120	0	0	248	460
05:30 PM	1	0	0	0	0	1	1	90	2	3	0	96	9	4	121	0	0	134	0	1	0	3	1	5	1	125	137	0	0	263	499
Total Volume	1	0	2	0	2	5	3	351	6	19	0	379	40	6	441	3	0	490	3	1	1	7	3	15	3	514	527	0	0	1044	1933
% App. Total	20	0	40	0	40		0.8	92.6	1.6	5	0		8.2	1.2	90	0.6	0		20	6.7	6.7	46.7	20		0.3	49.2	50.5	0	0		
PHF	.250	.000	.250	.000	.500	.417	.750	.860	.375	.475	.000	.861	.667	.375	.911	.375	.000	.914	.375	.250	.250	.583	.750	.750	.750	.973	.955	.000	.000	.974	.955



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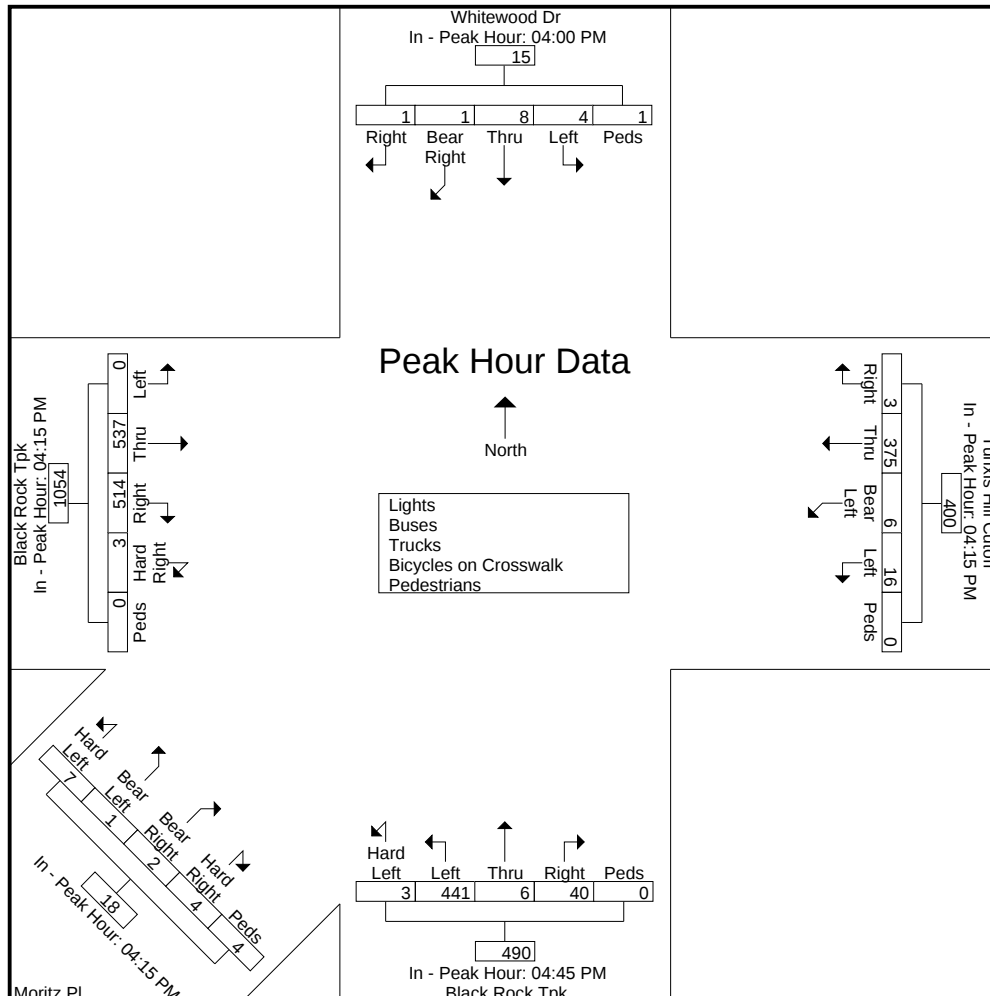
File Name : 15778
Site Code : 15778
Start Date : 5/4/2017
Page No : 3

	Whitewood Dr From North						Tunxis Hill Cutoff From East						Black Rock Tpk From South						Moritz Pl From Southwest						Black Rock Tpk From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM						04:15 PM						04:45 PM						04:15 PM						04:15 PM					
+0 mins.	1	0	2	4	0	7	0	97	2	5	0	104	15	1	92	1	0	109	1	1	0	1	0	3	0	131	147	0	0	278
+15 mins.	0	1	2	0	0	3	2	93	0	5	0	100	5	1	119	0	0	125	1	1	0	3	3	8	2	121	120	0	0	243
+30 mins.	0	0	2	0	0	2	1	83	0	2	0	86	11	0	109	2	0	122	0	0	1	0	1	2	0	130	138	0	0	268
+45 mins.	0	0	2	0	1	3	0	102	4	4	0	110	9	4	121	0	0	134	2	0	0	3	0	5	1	132	132	0	0	265
Total Volume	1	1	8	4	1	15	3	375	6	16	0	400	40	6	441	3	0	490	4	2	1	7	4	18	3	514	537	0	0	1054
% App. Total	6.7	6.7	53.3	26.7	6.7		0.8	93.8	1.5	4	0		8.2	1.2	90	0.6	0		22.2	11.1	5.6	38.9	22.2		0.3	48.8	50.9	0	0	
PHF	.250	.250	1.00 0	.250	.250	.536	.375	.919	.375	.800	.000	.909	.667	.375	.911	.375	.000	.914	.500	.500	.250	.583	.333	.563	.375	.973	.913	.000	.000	.948



Connecticut Counts LLC

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Black Rock at Moritz/Tunxis/Whitewood
Fairfield, Connecticut

File Name : 15779
Site Code : 15779
Start Date : 5/6/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

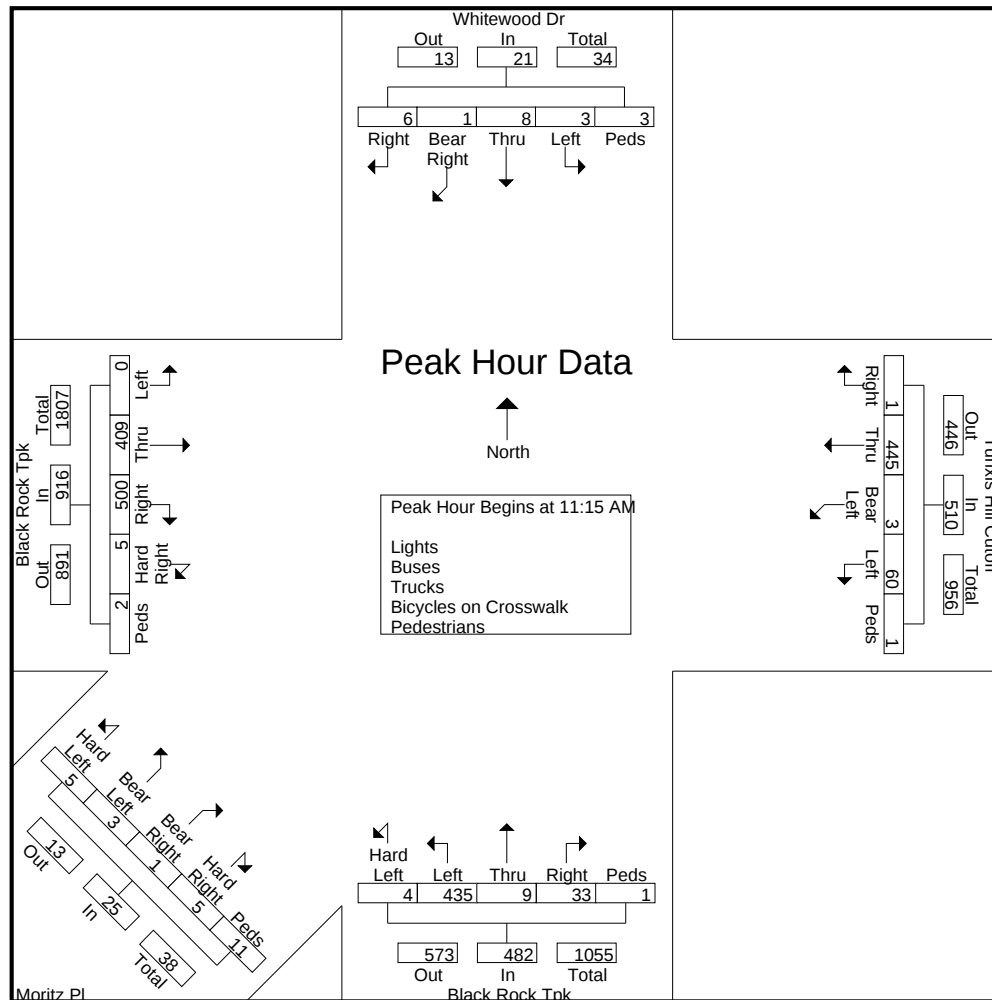
	Whitewood Dr From North						Tunxis Hill Cutoff From East						Black Rock Tpk From South						Moritz Pl From Southwest						Black Rock Tpk From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	1	0	3	0	0	4	1	107	0	9	0	117	13	0	122	0	0	135	2	2	0	1	0	5	4	106	122	1	0	233	494
11:15 AM	0	1	0	0	0	1	0	119	3	12	0	134	12	2	106	1	0	121	1	0	1	0	2	4	1	131	110	0	0	242	502
11:30 AM	1	0	7	0	3	11	1	100	0	17	0	118	6	3	112	1	1	123	3	1	0	2	4	10	1	118	91	0	2	212	474
11:45 AM	0	0	1	3	0	4	0	124	0	15	0	139	7	1	103	2	0	113	0	0	2	2	4	8	1	109	107	0	0	217	481
Total	2	1	11	3	3	20	2	450	3	53	0	508	38	6	443	4	1	492	6	3	3	5	10	27	7	464	430	1	2	904	1951
12:00 PM	5	0	0	0	0	5	0	102	0	16	1	119	8	3	114	0	0	125	1	0	0	1	1	3	2	142	101	0	0	245	497
12:15 PM	1	0	3	1	4	9	2	98	0	16	0	116	5	1	116	0	0	122	2	2	0	0	0	4	2	111	109	0	3	225	476
12:30 PM	0	0	0	0	1	1	0	104	1	10	0	115	6	2	111	0	0	119	2	0	0	0	2	4	1	120	102	0	0	223	462
12:45 PM	0	0	2	0	1	3	0	119	0	7	0	126	9	2	92	1	0	104	1	0	1	0	3	5	0	150	107	0	0	257	495
Total	6	0	5	1	6	18	2	423	1	49	1	476	28	8	433	1	0	470	6	2	1	1	6	16	5	523	419	0	3	950	1930
Grand Total	8	1	16	4	9	38	4	873	4	102	1	984	66	14	876	5	1	962	12	5	4	6	16	43	12	987	849	1	5	1854	3881
Apprch %	21.1	2.6	42.1	10.5	23.7		0.4	88.7	0.4	10.4	0.1		6.9	1.5	91.1	0.5	0.1		27.9	11.6	9.3	14	37.2		0.6	53.2	45.8	0.1	0.3		
Total %	0.2	0	0.4	0.1	0.2	1	0.1	22.5	0.1	2.6	0	25.4	1.7	0.4	22.6	0.1	0	24.8	0.3	0.1	0.1	0.2	0.4	1.1	0.3	25.4	21.9	0	0.1	47.8	
Lights	8	1	15	4	0	28	4	867	4	100	0	975	66	13	865	4	0	948	11	3	4	6	0	24	11	974	838	1	0	1824	3799
% Lights	100	100	93.8	100	0	73.7	100	99.3	100	98	0	99.1	100	92.9	98.7	80	0	98.5	91.7	60	100	100	0	55.8	91.7	98.7	98.7	100	0	98.4	97.9
Buses	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0	1	0	1	0	0	0	1	0	2	2	0	0	4	8
% Buses	0	0	0	0	0	0	0	0.2	0	0	0	0.2	0	0	0	20	0	0.1	0	20	0	0	0	2.3	0	0.2	0.2	0	0	0.2	0.2
Trucks	0	0	1	0	0	1	0	4	0	2	0	6	0	1	11	0	0	12	1	1	0	0	0	2	1	11	9	0	0	21	42
% Trucks	0	0	6.2	0	0	2.6	0	0.5	0	2	0	0.6	0	7.1	1.3	0	0	1.2	8.3	20	0	0	0	4.7	8.3	1.1	1.1	0	0	1.1	1.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	9	9	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	16	16	0	0	0	0	5	5	32
% Pedestrians	0	0	0	0	100	23.7	0	0	0	0	100	0.1	0	0	0	0	100	0.1	0	0	0	0	100	37.2	0	0	0	0	100	0.3	0.8

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 15779
Site Code : 15779
Start Date : 5/6/2017
Page No : 2

	Whitewood Dr From North						Tunxis Hill Cutoff From East						Black Rock Tpk From South						Moritz Pl From Southwest						Black Rock Tpk From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 11:15 AM																															
11:15 AM	0	1	0	0	0	1	0	119	3	12	0	134	12	2	106	1	0	121	1	0	1	0	2	4	1	131	110	0	0	242	502
11:30 AM	1	0	7	0	3	11	1	100	0	17	0	118	6	3	112	1	1	123	3	1	0	2	4	10	1	118	91	0	2	212	474
11:45 AM	0	0	1	3	0	4	0	124	0	15	0	139	7	1	103	2	0	113	0	0	2	2	4	8	1	109	107	0	0	217	481
12:00 PM	5	0	0	0	0	5	0	102	0	16	1	119	8	3	114	0	0	125	1	0	0	1	1	3	2	142	101	0	0	245	497
Total Volume	6	1	8	3	3	21	1	445	3	60	1	510	33	9	435	4	1	482	5	1	3	5	11	25	5	500	409	0	2	916	1954
% App. Total	28.6	4.8	38.1	14.3	14.3		0.2	87.3	0.6	11.8	0.2		6.8	1.9	90.2	0.8	0.2		20	4	12	20	44		0.5	54.6	44.7	0	0.2		
PHF	.300	.250	.286	.250	.250	.477	.250	.897	.250	.882	.250	.917	.688	.750	.954	.500	.250	.964	.417	.250	.375	.625	.688	.625	.625	.880	.930	.000	.250	.935	.973



Connecticut Counts LLC

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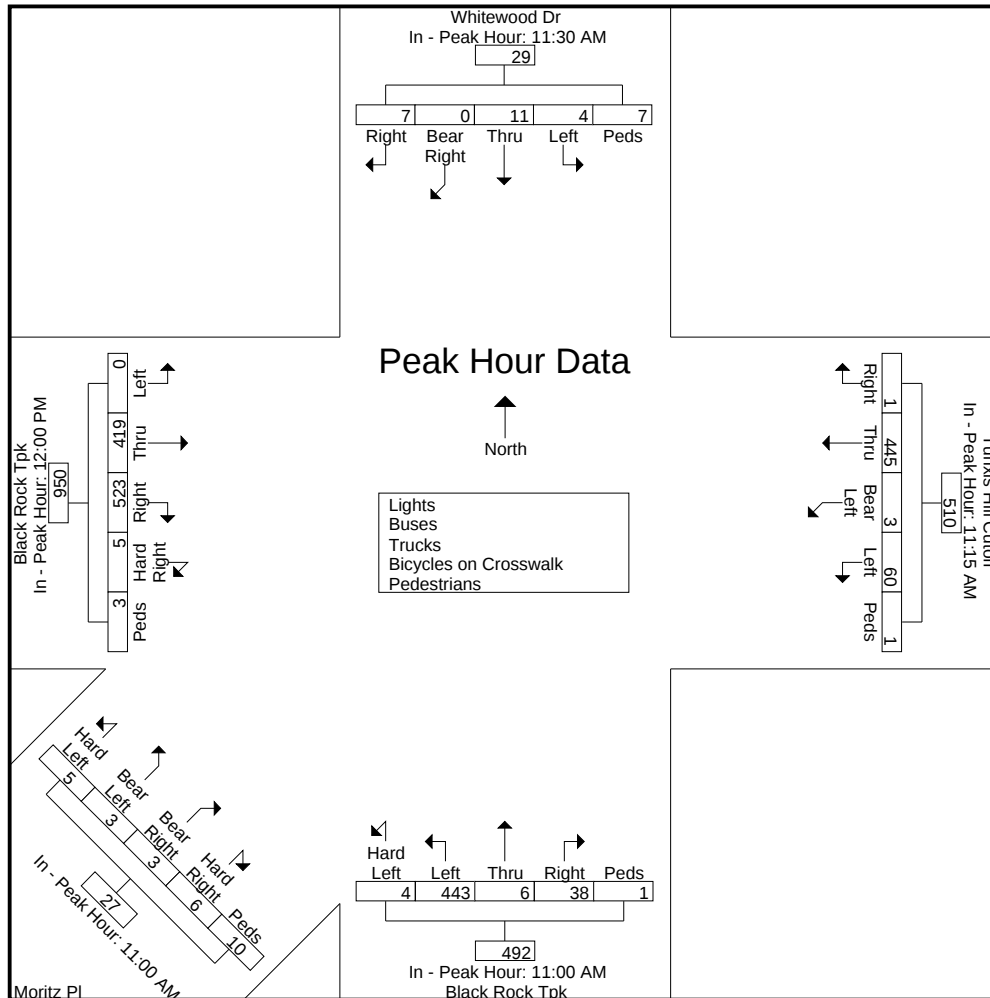
File Name : 15779
Site Code : 15779
Start Date : 5/6/2017
Page No : 3

	Whitewood Dr From North						Tunxis Hill Cutoff From East						Black Rock Tpk From South						Moritz Pl From Southwest						Black Rock Tpk From West						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:30 AM						11:15 AM						11:00 AM						11:00 AM						12:00 PM					
+0 mins.	1	0	7	0	3	11	0	119	3	12	0	134	13	0	122	0	0	135	2	2	0	1	0	5	2	142	101	0	0	245
+15 mins.	0	0	1	3	0	4	1	100	0	17	0	118	12	2	106	1	0	121	1	0	1	0	2	4	2	111	109	0	3	225
+30 mins.	5	0	0	0	0	5	0	124	0	15	0	139	6	3	112	1	1	123	3	1	0	2	4	10	1	120	102	0	0	223
+45 mins.	1	0	3	1	4	9	0	102	0	16	1	119	7	1	103	2	0	113	0	0	2	2	4	8	0	150	107	0	0	257
Total Volume	7	0	11	4	7	29	1	445	3	60	1	510	38	6	443	4	1	492	6	3	3	5	10	27	5	523	419	0	3	950
% App. Total	24.1	0	37.9	13.8	24.1		0.2	87.3	0.6	11.8	0.2		7.7	1.2	90	0.8	0.2		22.2	11.1	11.1	18.5	37		0.5	55.1	44.1	0	0.3	
PHF	.350	.000	.393	.333	.438	.659	.250	.897	.250	.882	.250	.917	.731	.500	.908	.500	.250	.911	.500	.375	.375	.625	.625	.675	.625	.872	.961	.000	.250	.924



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Black Rock Tpk at Judd Street
Fairfield, Connecticut

File Name : 15780
Site Code : 15780
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

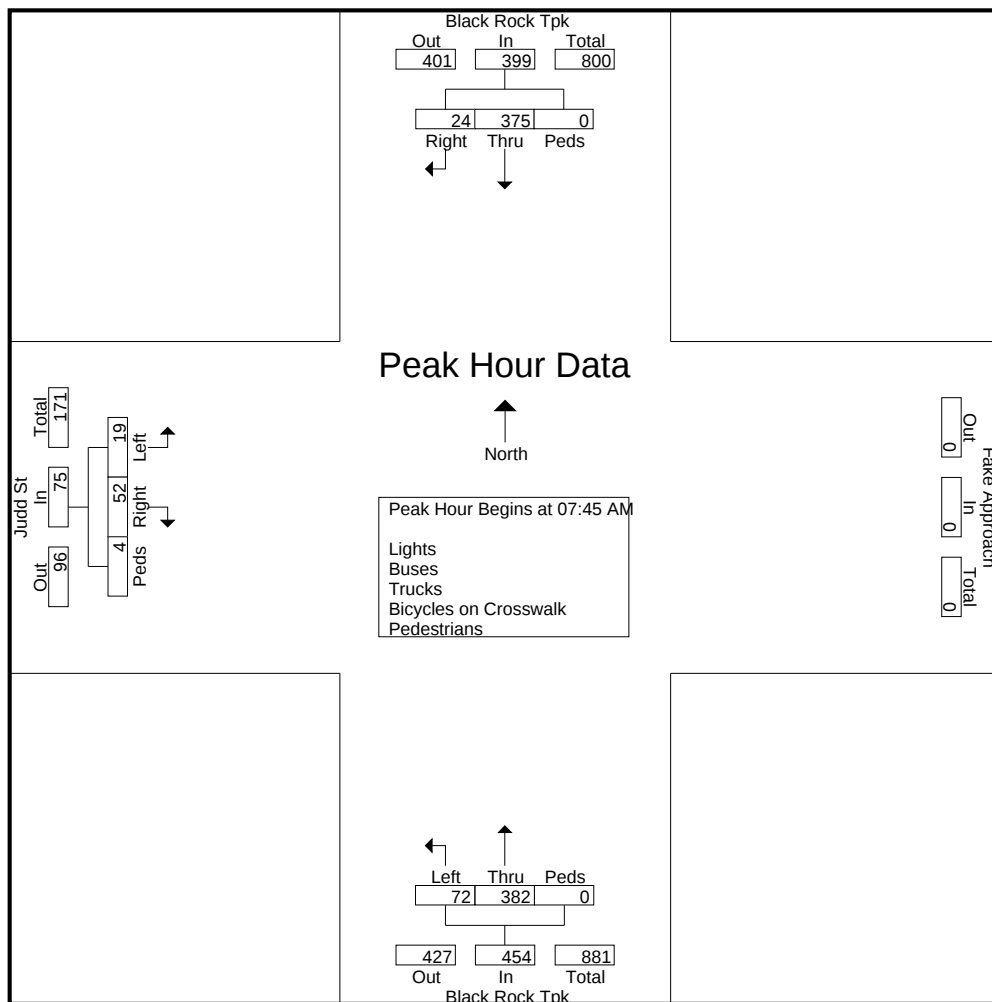
	Black Rock Tpk From North				Black Rock Tpk From South				Judd St From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	3	68	0	71	61	13	0	74	8	7	0	15	160
07:15 AM	10	96	0	106	51	17	0	68	15	6	0	21	195
07:30 AM	5	84	0	89	95	16	0	111	14	3	1	18	218
07:45 AM	7	89	0	96	100	17	0	117	18	3	1	22	235
Total	25	337	0	362	307	63	0	370	55	19	2	76	808
08:00 AM	6	103	0	109	91	22	0	113	17	7	0	24	246
08:15 AM	6	89	0	95	83	18	0	101	8	4	2	14	210
08:30 AM	5	94	0	99	108	15	0	123	9	5	1	15	237
08:45 AM	7	103	0	110	83	14	0	97	20	5	0	25	232
Total	24	389	0	413	365	69	0	434	54	21	3	78	925
Grand Total	49	726	0	775	672	132	0	804	109	40	5	154	1733
Apprch %	6.3	93.7	0		83.6	16.4	0		70.8	26	3.2		
Total %	2.8	41.9	0	44.7	38.8	7.6	0	46.4	6.3	2.3	0.3	8.9	
Lights	47	697	0	744	626	125	0	751	102	37	0	139	1634
% Lights	95.9	96	0	96	93.2	94.7	0	93.4	93.6	92.5	0	90.3	94.3
Buses	0	3	0	3	6	2	0	8	5	1	0	6	17
% Buses	0	0.4	0	0.4	0.9	1.5	0	1	4.6	2.5	0	3.9	1
Trucks	2	26	0	28	40	5	0	45	2	2	0	4	77
% Trucks	4.1	3.6	0	3.6	6	3.8	0	5.6	1.8	5	0	2.6	4.4
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	5	5	5
% Pedestrians	0	0	0	0	0	0	0	0	0	0	100	3.2	0.3

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 15780
Site Code : 15780
Start Date : 5/4/2017
Page No : 2

	Black Rock Tpk From North				Black Rock Tpk From South				Judd St From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	7	89	0	96	100	17	0	117	18	3	1	22	235
08:00 AM	6	103	0	109	91	22	0	113	17	7	0	24	246
08:15 AM	6	89	0	95	83	18	0	101	8	4	2	14	210
08:30 AM	5	94	0	99	108	15	0	123	9	5	1	15	237
Total Volume	24	375	0	399	382	72	0	454	52	19	4	75	928
% App. Total	6	94	0		84.1	15.9	0		69.3	25.3	5.3		
PHF	.857	.910	.000	.915	.884	.818	.000	.923	.722	.679	.500	.781	.943

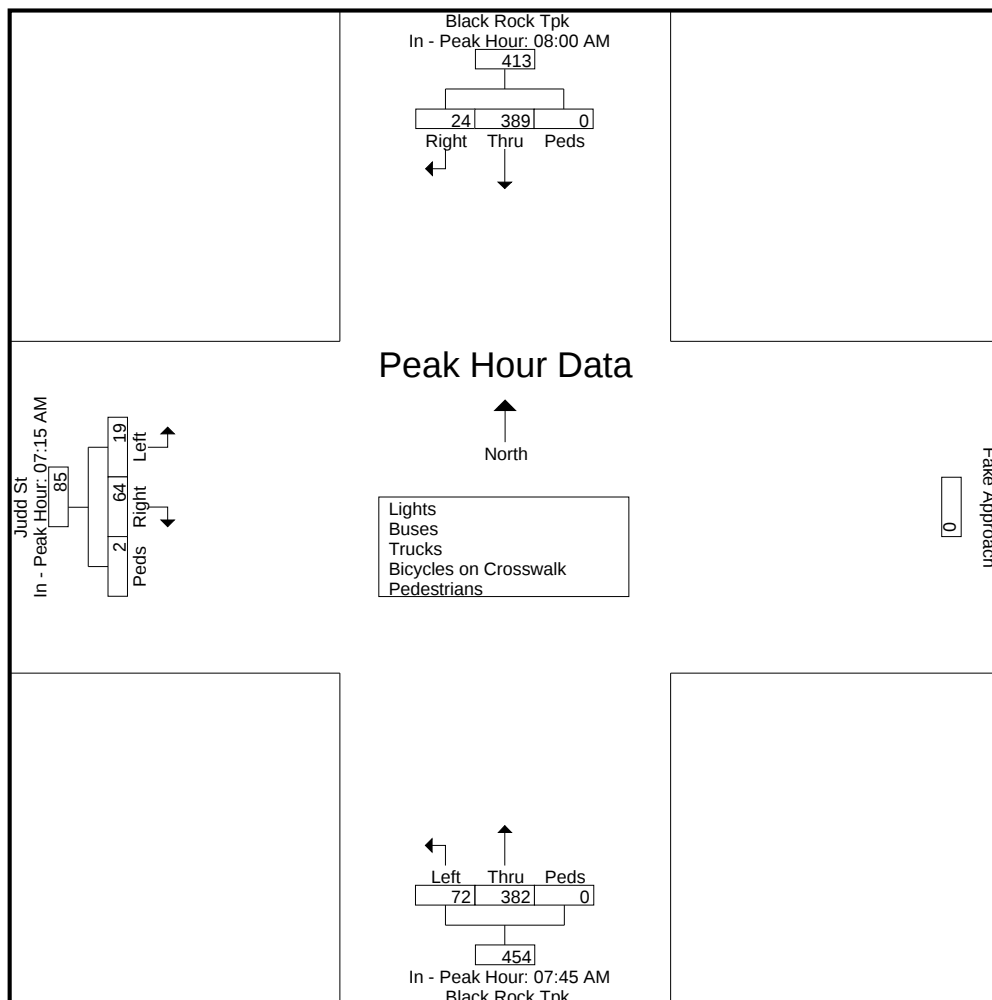


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 15780
Site Code : 15780
Start Date : 5/4/2017
Page No : 3

	Black Rock Tpk From North				Black Rock Tpk From South				Judd St From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	08:00 AM				07:45 AM				07:15 AM				
+0 mins.	6	103	0	109	100	17	0	117	15	6	0	21	
+15 mins.	6	89	0	95	91	22	0	113	14	3	1	18	
+30 mins.	5	94	0	99	83	18	0	101	18	3	1	22	
+45 mins.	7	103	0	110	108	15	0	123	17	7	0	24	
Total Volume	24	389	0	413	382	72	0	454	64	19	2	85	
% App. Total	5.8	94.2	0		84.1	15.9	0		75.3	22.4	2.4		
PHF	.857	.944	.000	.939	.884	.818	.000	.923	.889	.679	.500	.885	



Connecticut Counts LLC
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Black Rock Tpk at Judd Street
Fairfield, Connecticut

File Name : 15781
Site Code : 15781
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

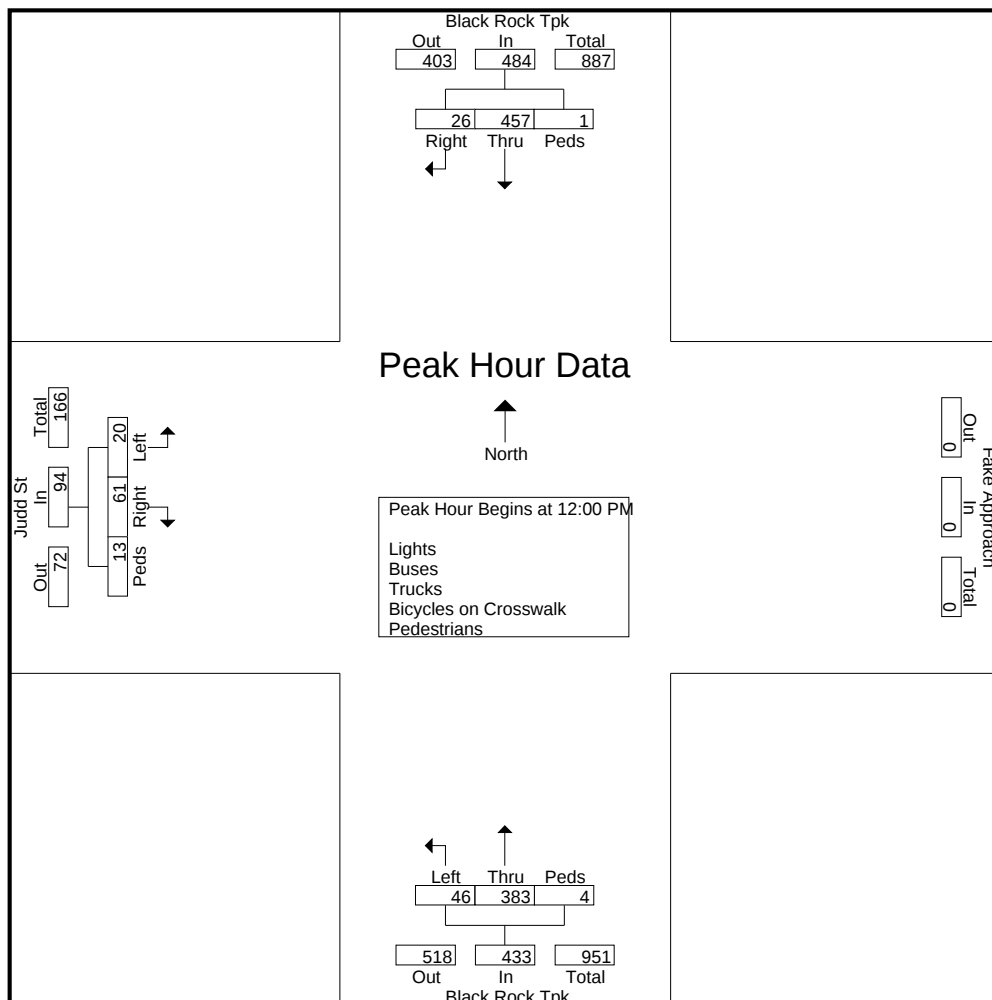
	Black Rock Tpk From North				Black Rock Tpk From South				Judd St From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
11:00 AM	2	117	0	119	101	8	0	109	13	2	1	16	244
11:15 AM	2	103	0	105	92	12	0	104	10	7	0	17	226
11:30 AM	6	118	0	124	86	8	0	94	11	4	0	15	233
11:45 AM	6	116	0	122	107	8	0	115	15	6	0	21	258
Total	16	454	0	470	386	36	0	422	49	19	1	69	961
12:00 PM	7	130	1	138	97	17	0	114	19	5	2	26	278
12:15 PM	5	92	0	97	107	8	0	115	12	4	6	22	234
12:30 PM	7	103	0	110	84	13	1	98	16	5	1	22	230
12:45 PM	7	132	0	139	95	8	3	106	14	6	4	24	269
Total	26	457	1	484	383	46	4	433	61	20	13	94	1011
Grand Total	42	911	1	954	769	82	4	855	110	39	14	163	1972
Apprch %	4.4	95.5	0.1		89.9	9.6	0.5		67.5	23.9	8.6		
Total %	2.1	46.2	0.1	48.4	39	4.2	0.2	43.4	5.6	2	0.7	8.3	
Lights	38	865	0	903	734	76	0	810	99	36	0	135	1848
% Lights	90.5	95	0	94.7	95.4	92.7	0	94.7	90	92.3	0	82.8	93.7
Buses	0	6	0	6	2	4	0	6	7	0	0	7	19
% Buses	0	0.7	0	0.6	0.3	4.9	0	0.7	6.4	0	0	4.3	1
Trucks	4	40	0	44	33	2	0	35	4	3	0	7	86
% Trucks	9.5	4.4	0	4.6	4.3	2.4	0	4.1	3.6	7.7	0	4.3	4.4
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	1	1	1
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	7.1	0.6	0.1
Pedestrians	0	0	1	1	0	0	4	4	0	0	13	13	18
% Pedestrians	0	0	100	0.1	0	0	100	0.5	0	0	92.9	8	0.9

Connecticut Counts LLC

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File Name : 15781
Site Code : 15781
Start Date : 5/4/2017
Page No : 2

	Black Rock Tpk From North				Black Rock Tpk From South				Judd St From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	7	130	1	138	97	17	0	114	19	5	2	26	278
12:15 PM	5	92	0	97	107	8	0	115	12	4	6	22	234
12:30 PM	7	103	0	110	84	13	1	98	16	5	1	22	230
12:45 PM	7	132	0	139	95	8	3	106	14	6	4	24	269
Total Volume	26	457	1	484	383	46	4	433	61	20	13	94	1011
% App. Total	5.4	94.4	0.2		88.5	10.6	0.9		64.9	21.3	13.8		
PHF	.929	.866	.250	.871	.895	.676	.333	.941	.803	.833	.542	.904	.909

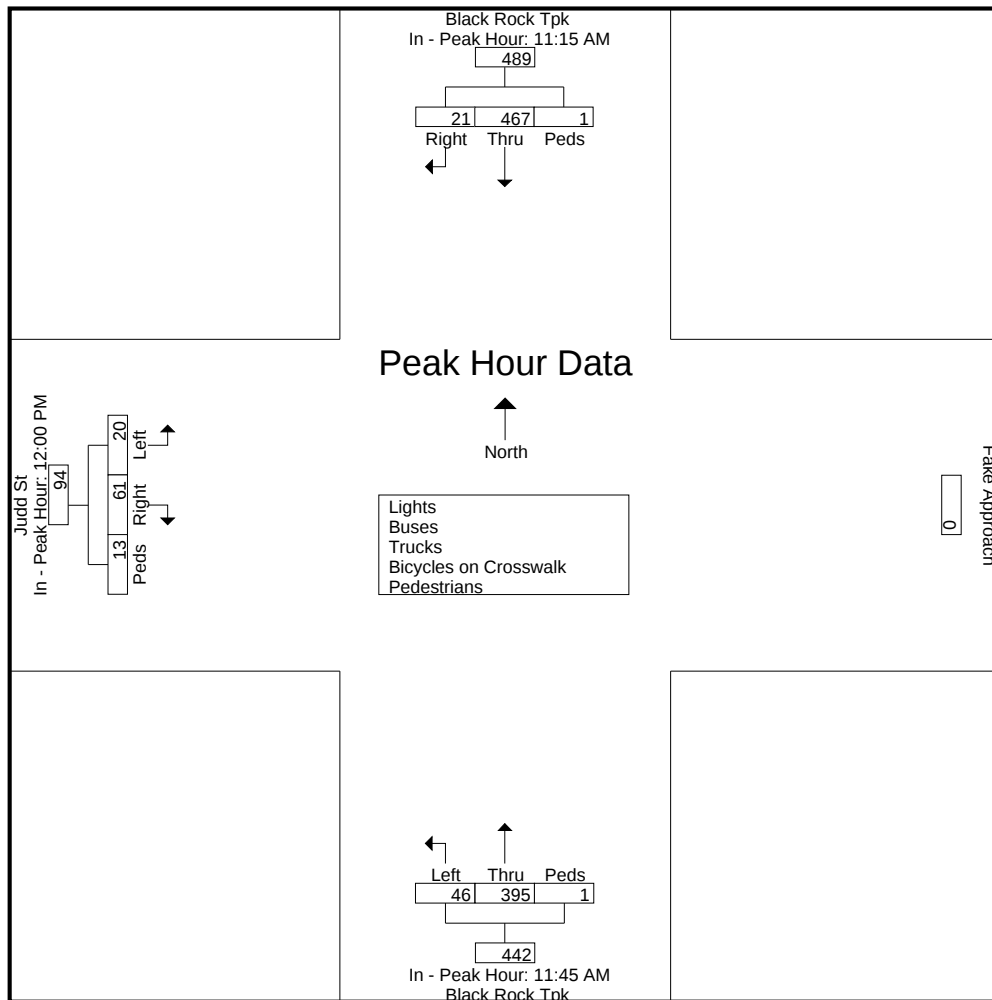


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Kensington, Connecticut 06037
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File Name : 15781
Site Code : 15781
Start Date : 5/4/2017
Page No : 3

	Black Rock Tpk From North				Black Rock Tpk From South				Judd St From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	11:15 AM				11:45 AM				12:00 PM				
+0 mins.	2	103	0	105	107	8	0	115	19	5	2	26	
+15 mins.	6	118	0	124	97	17	0	114	12	4	6	22	
+30 mins.	6	116	0	122	107	8	0	115	16	5	1	22	
+45 mins.	7	130	1	138	84	13	1	98	14	6	4	24	
Total Volume	21	467	1	489	395	46	1	442	61	20	13	94	
% App. Total	4.3	95.5	0.2		89.4	10.4	0.2		64.9	21.3	13.8		
PHF	.750	.898	.250	.886	.923	.676	.250	.961	.803	.833	.542	.904	



Connecticut Counts LLC
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Black Rock Tpk at Judd Street
Fairfield, Connecticut

File Name : 15782
Site Code : 15782
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

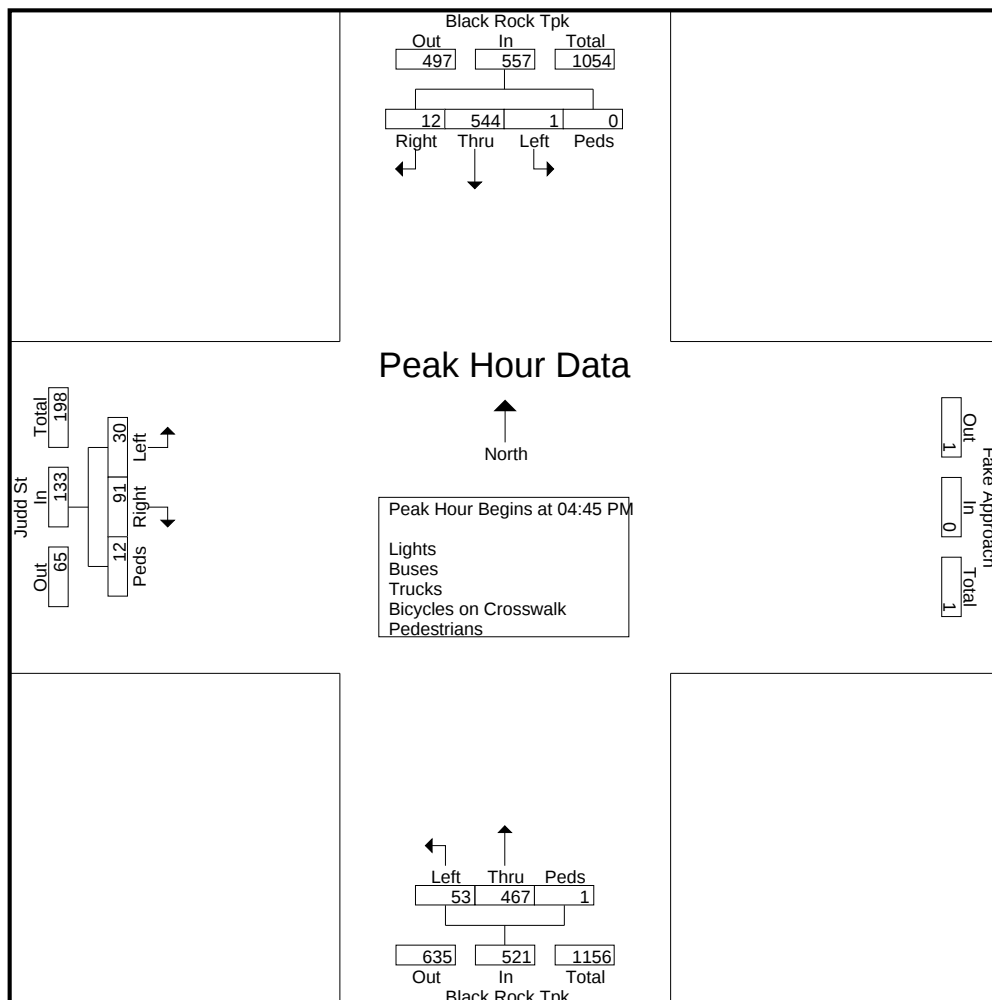
	Black Rock Tpk From North					Black Rock Tpk From South				Judd St From West				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	3	133	0	0	136	97	18	0	115	21	7	1	29	280
04:15 PM	1	128	0	0	129	96	13	0	109	21	9	3	33	271
04:30 PM	5	119	0	0	124	85	11	0	96	18	6	4	28	248
04:45 PM	3	136	0	0	139	119	15	0	134	22	7	3	32	305
Total	12	516	0	0	528	397	57	0	454	82	29	11	122	1104
05:00 PM	4	143	0	0	147	117	17	0	134	20	7	1	28	309
05:15 PM	4	130	1	0	135	131	11	1	143	22	9	2	33	311
05:30 PM	1	135	0	0	136	100	10	0	110	27	7	6	40	286
05:45 PM	10	123	0	0	133	117	12	0	129	22	9	6	37	299
Total	19	531	1	0	551	465	50	1	516	91	32	15	138	1205
Grand Total	31	1047	1	0	1079	862	107	1	970	173	61	26	260	2309
Apprch %	2.9	97	0.1	0		88.9	11	0.1		66.5	23.5	10		
Total %	1.3	45.3	0	0	46.7	37.3	4.6	0	42	7.5	2.6	1.1	11.3	
Lights	31	1032	1	0	1064	853	107	0	960	170	60	0	230	2254
% Lights	100	98.6	100	0	98.6	99	100	0	99	98.3	98.4	0	88.5	97.6
Buses	0	2	0	0	2	1	0	0	1	2	0	0	2	5
% Buses	0	0.2	0	0	0.2	0.1	0	0	0.1	1.2	0	0	0.8	0.2
Trucks	0	13	0	0	13	8	0	0	8	1	1	0	2	23
% Trucks	0	1.2	0	0	1.2	0.9	0	0	0.8	0.6	1.6	0	0.8	1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	1	1	0	0	26	26	27
% Pedestrians	0	0	0	0	0	0	0	100	0.1	0	0	100	10	1.2

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File Name : 15782
Site Code : 15782
Start Date : 5/4/2017
Page No : 2

	Black Rock Tpk From North					Black Rock Tpk From South				Judd St From West				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 04:45 PM														
04:45 PM	3	136	0	0	139	119	15	0	134	22	7	3	32	305
05:00 PM	4	143	0	0	147	117	17	0	134	20	7	1	28	309
05:15 PM	4	130	1	0	135	131	11	1	143	22	9	2	33	311
05:30 PM	1	135	0	0	136	100	10	0	110	27	7	6	40	286
Total Volume	12	544	1	0	557	467	53	1	521	91	30	12	133	1211
% App. Total	2.2	97.7	0.2	0		89.6	10.2	0.2		68.4	22.6	9		
PHF	.750	.951	.250	.000	.947	.891	.779	.250	.911	.843	.833	.500	.831	.973

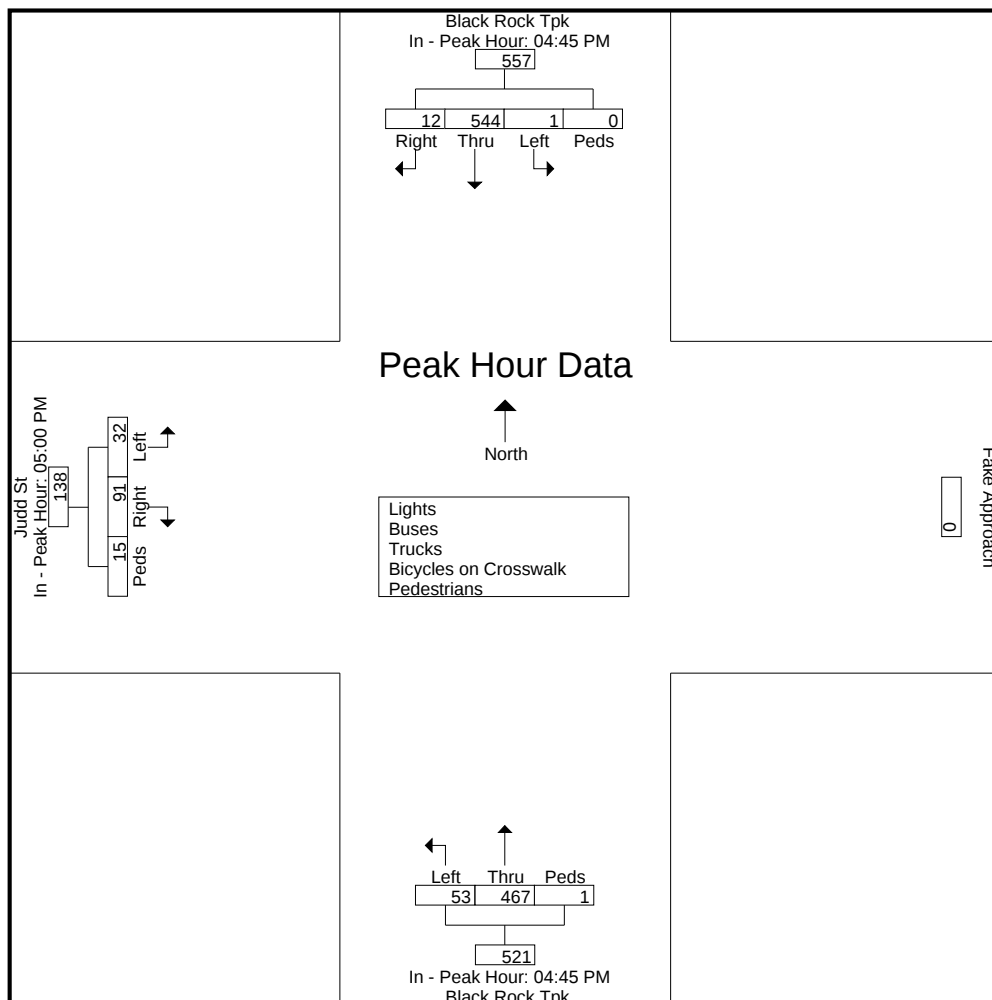


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 15782
Site Code : 15782
Start Date : 5/4/2017
Page No : 3

	Black Rock Tpk From North					Black Rock Tpk From South				Judd St From West				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	04:45 PM					04:45 PM				05:00 PM				
+0 mins.	3	136	0	0	139	119	15	0	134	20	7	1	28	
+15 mins.	4	143	0	0	147	117	17	0	134	22	9	2	33	
+30 mins.	4	130	1	0	135	131	11	1	143	27	7	6	40	
+45 mins.	1	135	0	0	136	100	10	0	110	22	9	6	37	
Total Volume	12	544	1	0	557	467	53	1	521	91	32	15	138	
% App. Total	2.2	97.7	0.2	0		89.6	10.2	0.2		65.9	23.2	10.9		
PHF	.750	.951	.250	.000	.947	.891	.779	.250	.911	.843	.889	.625	.863	



Connecticut Counts LLC
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Black Rock Tpk at Judd Street
Fairfield, Connecticut

File Name : 15783
Site Code : 15783
Start Date : 5/6/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

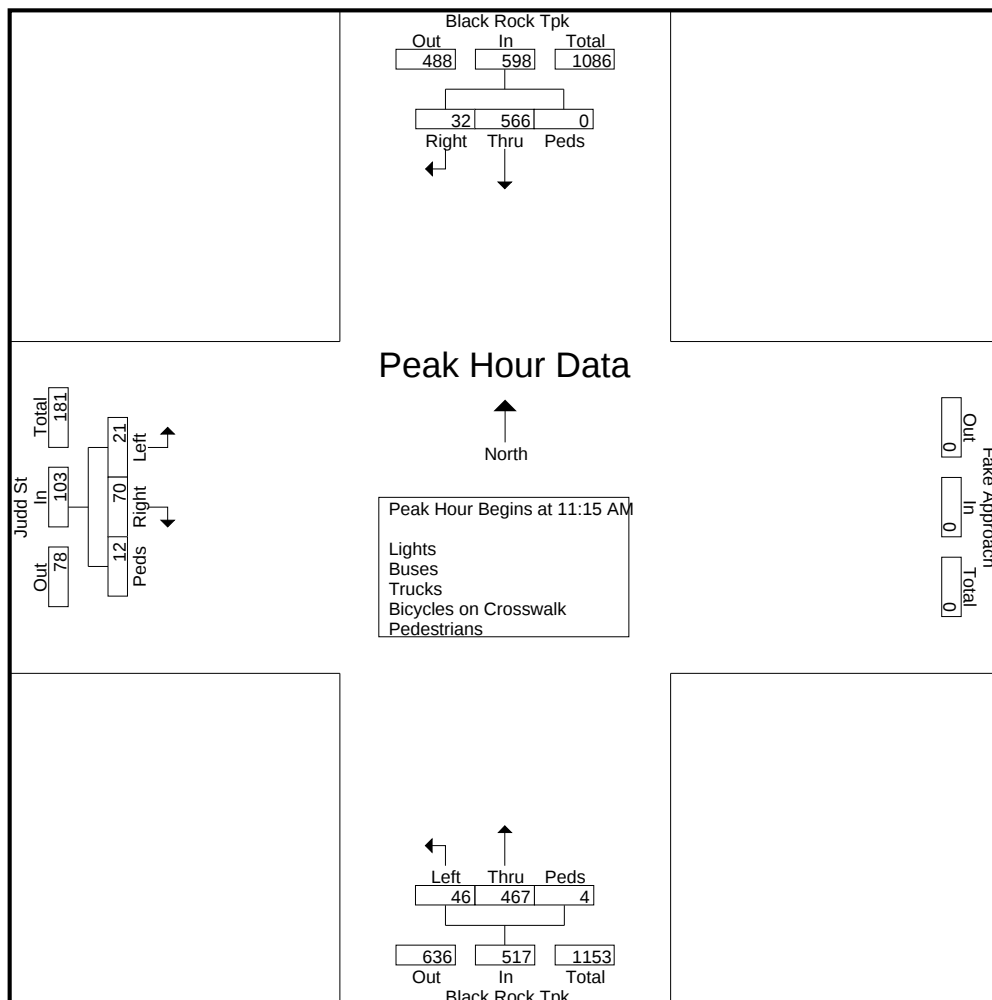
	Black Rock Tpk From North				Black Rock Tpk From South				Judd St From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
11:00 AM	4	135	0	139	118	13	0	131	15	8	3	26	296
11:15 AM	8	152	0	160	117	10	2	129	14	5	1	20	309
11:30 AM	6	130	0	136	119	5	1	125	20	8	5	33	294
11:45 AM	7	140	0	147	113	17	1	131	20	3	2	25	303
Total	25	557	0	582	467	45	4	516	69	24	11	104	1202
12:00 PM	11	144	0	155	118	14	0	132	16	5	4	25	312
12:15 PM	5	118	0	123	125	12	0	137	19	7	2	28	288
12:30 PM	3	160	1	164	93	11	0	104	16	8	1	25	293
12:45 PM	3	144	0	147	131	14	0	145	20	3	4	27	319
Total	22	566	1	589	467	51	0	518	71	23	11	105	1212
Grand Total	47	1123	1	1171	934	96	4	1034	140	47	22	209	2414
Apprch %	4	95.9	0.1		90.3	9.3	0.4		67	22.5	10.5		
Total %	1.9	46.5	0	48.5	38.7	4	0.2	42.8	5.8	1.9	0.9	8.7	
Lights	45	1108	0	1153	923	92	0	1015	135	47	0	182	2350
% Lights	95.7	98.7	0	98.5	98.8	95.8	0	98.2	96.4	100	0	87.1	97.3
Buses	0	1	0	1	2	1	0	3	0	0	0	0	4
% Buses	0	0.1	0	0.1	0.2	1	0	0.3	0	0	0	0	0.2
Trucks	2	14	0	16	9	3	0	12	5	0	0	5	33
% Trucks	4.3	1.2	0	1.4	1	3.1	0	1.2	3.6	0	0	2.4	1.4
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	1	1	1
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	4.5	0.5	0
Pedestrians	0	0	1	1	0	0	4	4	0	0	21	21	26
% Pedestrians	0	0	100	0.1	0	0	100	0.4	0	0	95.5	10	1.1

Connecticut Counts LLC

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File Name : 15783
Site Code : 15783
Start Date : 5/6/2017
Page No : 2

	Black Rock Tpk From North				Black Rock Tpk From South				Judd St From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:15 AM													
11:15 AM	8	152	0	160	117	10	2	129	14	5	1	20	309
11:30 AM	6	130	0	136	119	5	1	125	20	8	5	33	294
11:45 AM	7	140	0	147	113	17	1	131	20	3	2	25	303
12:00 PM	11	144	0	155	118	14	0	132	16	5	4	25	312
Total Volume	32	566	0	598	467	46	4	517	70	21	12	103	1218
% App. Total	5.4	94.6	0		90.3	8.9	0.8		68	20.4	11.7		
PHF	.727	.931	.000	.934	.981	.676	.500	.979	.875	.656	.600	.780	.976



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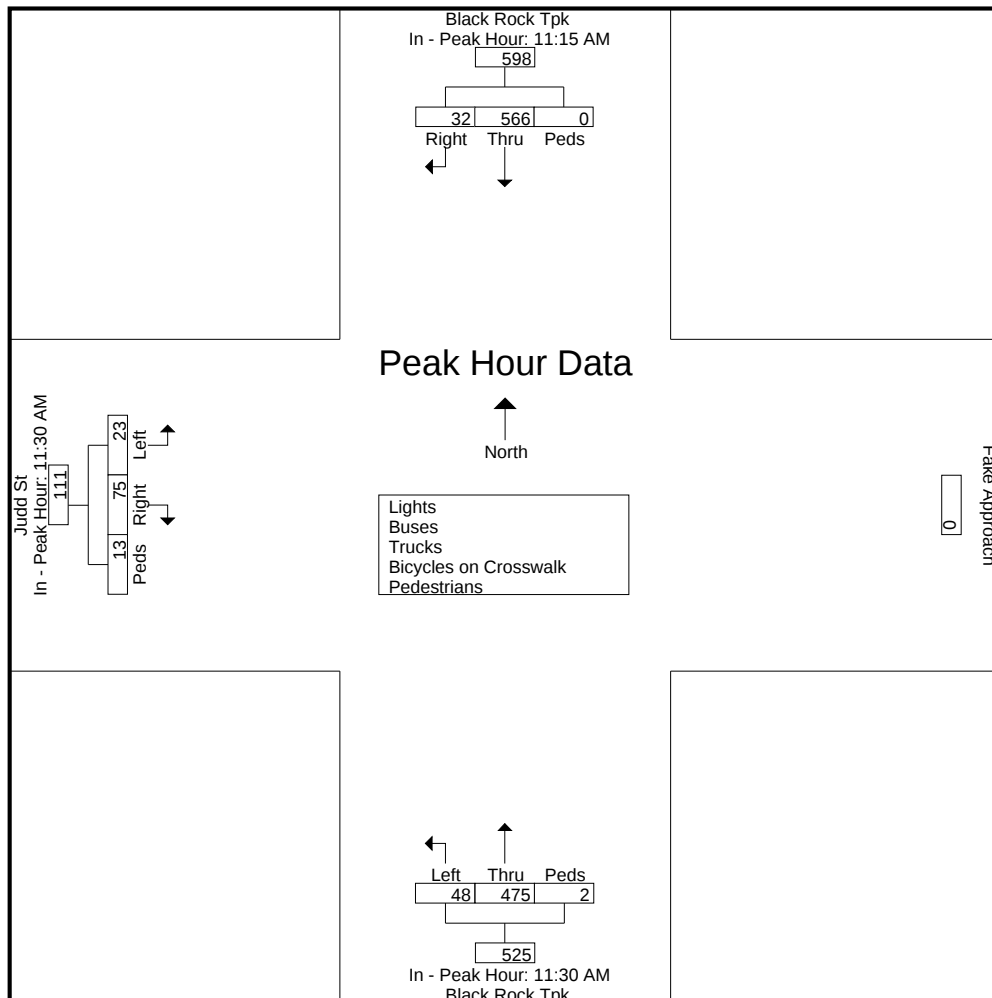
File Name : 15783
Site Code : 15783
Start Date : 5/6/2017
Page No : 3

	Black Rock Tpk From North				Black Rock Tpk From South				Judd St From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:15 AM				11:30 AM				11:30 AM				
+0 mins.	8	152	0	160	119	5	1	125	20	8	5	33	
+15 mins.	6	130	0	136	113	17	1	131	20	3	2	25	
+30 mins.	7	140	0	147	118	14	0	132	16	5	4	25	
+45 mins.	11	144	0	155	125	12	0	137	19	7	2	28	
Total Volume	32	566	0	598	475	48	2	525	75	23	13	111	
% App. Total	5.4	94.6	0		90.5	9.1	0.4		67.6	20.7	11.7		
PHF	.727	.931	.000	.934	.950	.706	.500	.958	.938	.719	.650	.841	



Connecticut Counts LLC

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Black Rock Tpk at Burroughs Road
Fairfield, Connecticut

File Name : 15784
Site Code : 15784
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Burroughs Road From North					Black Rock Tpk From East					Burroughs Road From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	10	6	18	0	34	8	178	1	0	187	2	6	2	0	10	5	120	3	0	128	359
07:15 AM	13	15	31	0	59	11	237	2	0	250	2	16	2	1	21	3	155	6	0	164	494
07:30 AM	19	15	38	1	73	14	245	0	0	259	0	14	2	1	17	1	89	7	0	97	446
07:45 AM	13	23	25	0	61	27	221	3	0	251	0	30	2	2	34	2	79	7	0	88	434
Total	55	59	112	1	227	60	881	6	0	947	4	66	8	4	82	11	443	23	0	477	1733
08:00 AM	26	19	44	1	90	15	206	0	0	221	1	23	1	1	26	2	115	7	2	126	463
08:15 AM	18	14	32	1	65	17	167	1	0	185	2	7	4	0	13	5	100	4	0	109	372
08:30 AM	11	7	23	1	42	23	169	0	0	192	3	8	0	0	11	2	137	5	0	144	389
08:45 AM	9	21	36	0	66	25	173	1	0	199	1	5	3	1	10	2	137	7	0	146	421
Total	64	61	135	3	263	80	715	2	0	797	7	43	8	2	60	11	489	23	2	525	1645
Grand Total	119	120	247	4	490	140	1596	8	0	1744	11	109	16	6	142	22	932	46	2	1002	3378
Apprch %	24.3	24.5	50.4	0.8		8	91.5	0.5	0		7.7	76.8	11.3	4.2		2.2	93	4.6	0.2		
Total %	3.5	3.6	7.3	0.1	14.5	4.1	47.2	0.2	0	51.6	0.3	3.2	0.5	0.2	4.2	0.7	27.6	1.4	0.1	29.7	
Lights	116	109	242	0	467	134	1523														
% Lights	97.5	90.8	98	0	95.3	95.7	95.4	100	0	95.5	90.9	91.7	100	0	88.7	95.5	95.5	97.8	0	95.4	95.1
Buses	0	10	4	0	14	3	11	0	0	14	0	6	0	0	6	1	10	1	0	12	46
% Buses	0	8.3	1.6	0	2.9	2.1	0.7	0	0	0.8	0	5.5	0	0	4.2	4.5	1.1	2.2	0	1.2	1.4
Trucks	3	1	1	0	5	3	62	0	0	65	1	3	0	0	4	0	32	0	0	32	106
% Trucks	2.5	0.8	0.4	0	1	2.1	3.9	0	0	3.7	9.1	2.8	0	0	2.8	0	3.4	0	0	3.2	3.1
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	0.7	0	0	0	50	0.1	0.1
Pedestrians																					
% Pedestrians	0	0	0	100	0.8	0	0	0	0	0	0	0	0	83.3	3.5	0	0	0	50	0.1	0.3

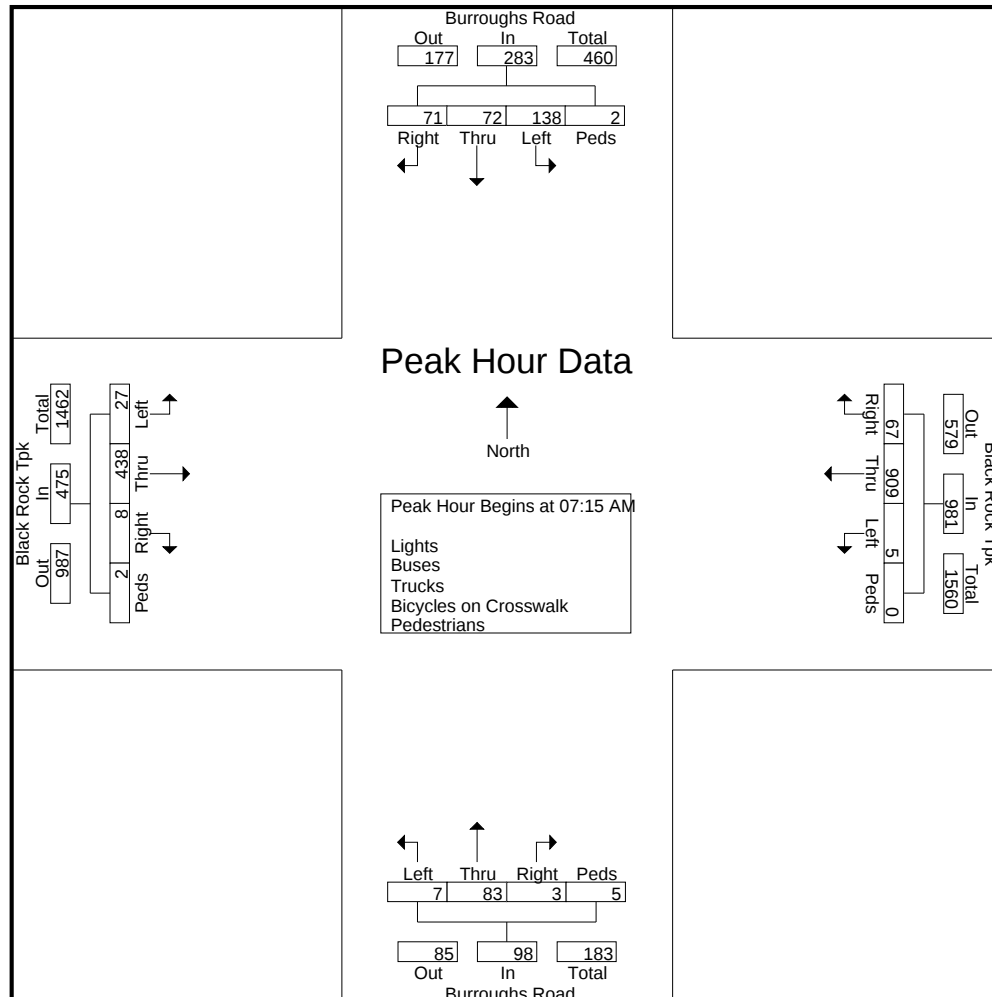
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Kensington, Connecticut 06037

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File Name : 15784
 Site Code : 15784
 Start Date : 5/4/2017
 Page No : 2

	Burroughs Road From North					Black Rock Tpk From East					Burroughs Road From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	13	15	31	0	59	11	237	2	0	250	2	16	2	1	21	3	155	6	0	164	494
07:30 AM	19	15	38	1	73	14	245	0	0	259	0	14	2	1	17	1	89	7	0	97	446
07:45 AM	13	23	25	0	61	27	221	3	0	251	0	30	2	2	34	2	79	7	0	88	434
08:00 AM	26	19	44	1	90	15	206	0	0	221	1	23	1	1	26	2	115	7	2	126	463
Total Volume	71	72	138	2	283	67	909	5	0	981	3	83	7	5	98	8	438	27	2	475	1837
% App. Total	25.1	25.4	48.8	0.7		6.8	92.7	0.5	0		3.1	84.7	7.1	5.1		1.7	92.2	5.7	0.4		
PHF	.683	.783	.784	.500	.786	.620	.928	.417	.000	.947	.375	.692	.875	.625	.721	.667	.706	.964	.250	.724	.930



Connecticut Counts LLC

Kensington, Connecticut 06037

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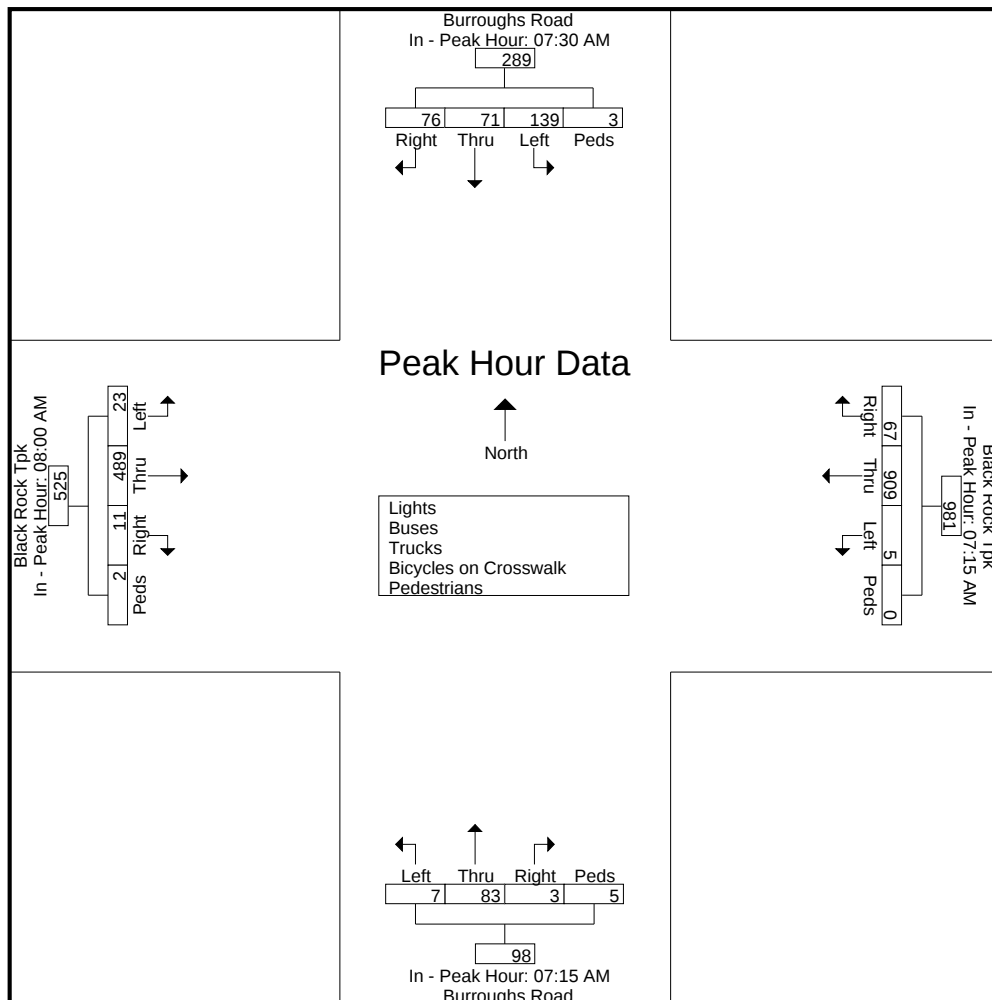
File Name : 15784
 Site Code : 15784
 Start Date : 5/4/2017
 Page No : 3

	Burroughs Road From North					Black Rock Tpk From East					Burroughs Road From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:15 AM					07:15 AM					08:00 AM				
+0 mins.	19	15	38	1	73	11	237	2	0	250	2	16	2	1	21	2	115	7	2	126
+15 mins.	13	23	25	0	61	14	245	0	0	259	0	14	2	1	17	5	100	4	0	109
+30 mins.	26	19	44	1	90	27	221	3	0	251	0	30	2	2	34	2	137	5	0	144
+45 mins.	18	14	32	1	65	15	206	0	0	221	1	23	1	1	26	2	137	7	0	146
Total Volume	76	71	139	3	289	67	909	5	0	981	3	83	7	5	98	11	489	23	2	525
% App. Total	26.3	24.6	48.1	1		6.8	92.7	0.5	0		3.1	84.7	7.1	5.1		2.1	93.1	4.4	0.4	
PHF	.731	.772	.790	.750	.803	.620	.928	.417	.000	.947	.375	.692	.875	.625	.721	.550	.892	.821	.250	.899



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Burroughs Road
Fairfield, Connecticut

File Name : 15785
Site Code : 15785
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Burroughs Road From North					Black Rock Tpk From East					Burroughs Road From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	10	12	33	0	55	17	164	1	0	182	4	6	5	2	17	7	146	12	0	165	419
11:15 AM	17	13	25	3	58	19	155	3	0	177	0	6	3	0	9	2	146	14	0	162	406
11:30 AM	11	14	23	1	49	17	160	4	0	181	3	13	2	0	18	0	175	7	0	182	430
11:45 AM	10	8	27	1	46	28	178	1	0	207	6	17	3	1	27	4	135	10	1	150	430
Total	48	47	108	5	208	81	657	9	0	747	13	42	13	3	71	13	602	43	1	659	1685
12:00 PM	9	13	31	2	55	21	160	0	0	181	2	19	3	0	24	3	187	15	0	205	465
12:15 PM	13	9	27	2	51	26	150	1	0	177	3	14	5	0	22	4	145	15	1	165	415
12:30 PM	16	15	30	2	63	29	161	4	0	194	2	9	1	0	12	2	168	14	0	184	453
12:45 PM	6	11	23	0	40	31	161	0	0	192	0	14	4	0	18	2	211	15	0	228	478
Total	44	48	111	6	209	107	632	5	0	744	7	56	13	0	76	11	711	59	1	782	1811
Grand Total	92	95	219	11	417	188	1289	14	0	1491	20	98	26	3	147	24	1313	102	2	1441	3496
Apprch %	22.1	22.8	52.5	2.6		12.6	86.5	0.9	0		13.6	66.7	17.7	2		1.7	91.1	7.1	0.1		
Total %	2.6	2.7	6.3	0.3	11.9	5.4	36.9	0.4	0	42.6	0.6	2.8	0.7	0.1	4.2	0.7	37.6	2.9	0.1	41.2	
Lights	90	93	205	0	388	178	1233										1276				
% Lights	97.8	97.9	93.6	0	93	94.7	95.7	92.9	0	95.5	95	93.9	100	0	93.2	95.8	97.2	100	0	97.2	95.8
Buses	0	0	2	0	2	1	7	0	0	8	0	2	0	0	2	0	6	0	0	6	18
% Buses	0	0	0.9	0	0.5	0.5	0.5	0	0	0.5	0	2	0	0	1.4	0	0.5	0	0	0.4	0.5
Trucks	2	2	12	0	16	9	49	1	0	59	1	4	0	0	5	1	31	0	0	32	112
% Trucks	2.2	2.1	5.5	0	3.8	4.8	3.8	7.1	0	4	5	4.1	0	0	3.4	4.2	2.4	0	0	2.2	3.2
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	11	11	0	0	0	0	0	0	0	0	3	3	0	0	0	2	2	16
% Pedestrians	0	0	0	100	2.6	0	0	0	0	0	0	0	0	100	2	0	0	0	100	0.1	0.5

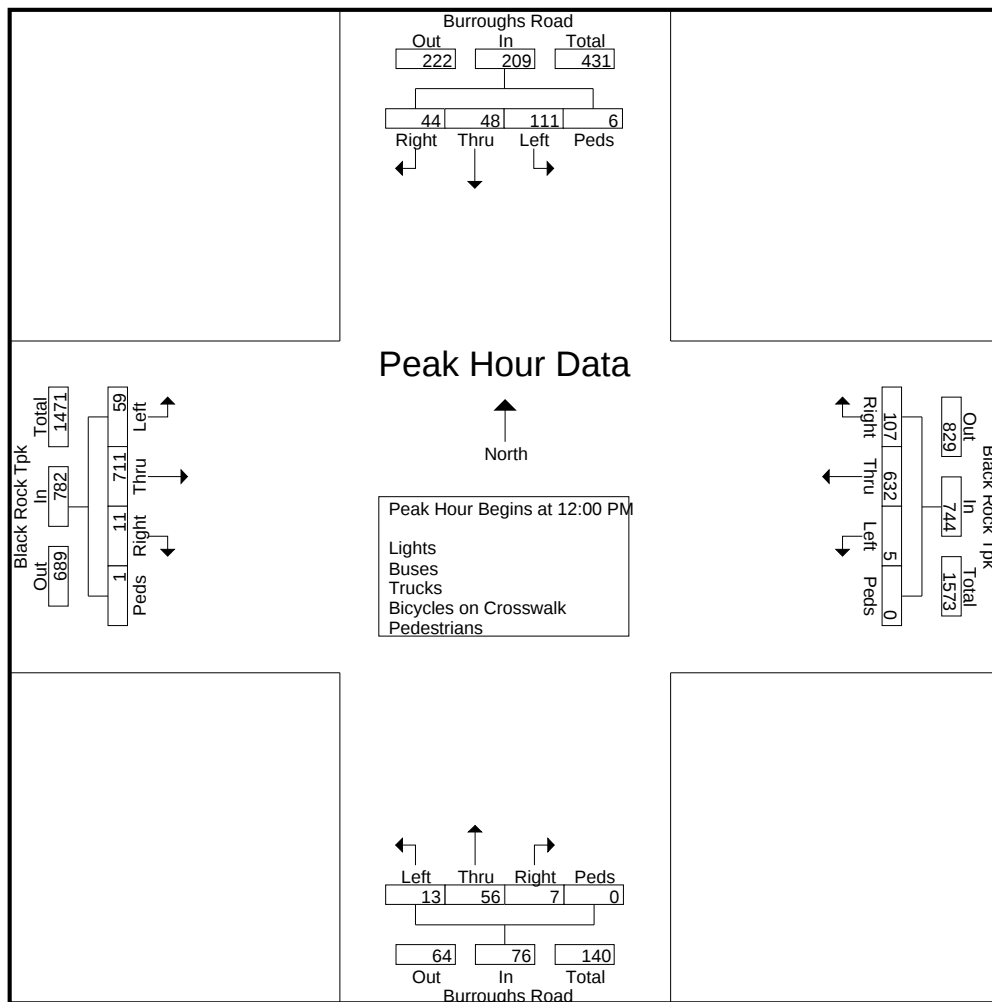
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15785
 Site Code : 15785
 Start Date : 5/4/2017
 Page No : 2

	Burroughs Road From North					Black Rock Tpk From East					Burroughs Road From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	9	13	31	2	55	21	160	0	0	181	2	19	3	0	24	3	187	15	0	205	465
12:15 PM	13	9	27	2	51	26	150	1	0	177	3	14	5	0	22	4	145	15	1	165	415
12:30 PM	16	15	30	2	63	29	161	4	0	194	2	9	1	0	12	2	168	14	0	184	453
12:45 PM	6	11	23	0	40	31	161	0	0	192	0	14	4	0	18	2	211	15	0	228	478
Total Volume	44	48	111	6	209	107	632	5	0	744	7	56	13	0	76	11	711	59	1	782	1811
% App. Total	21.1	23	53.1	2.9		14.4	84.9	0.7	0		9.2	73.7	17.1	0		1.4	90.9	7.5	0.1		
PHF	.688	.800	.895	.750	.829	.863	.981	.313	.000	.959	.583	.737	.650	.000	.792	.688	.842	.983	.250	.857	.947



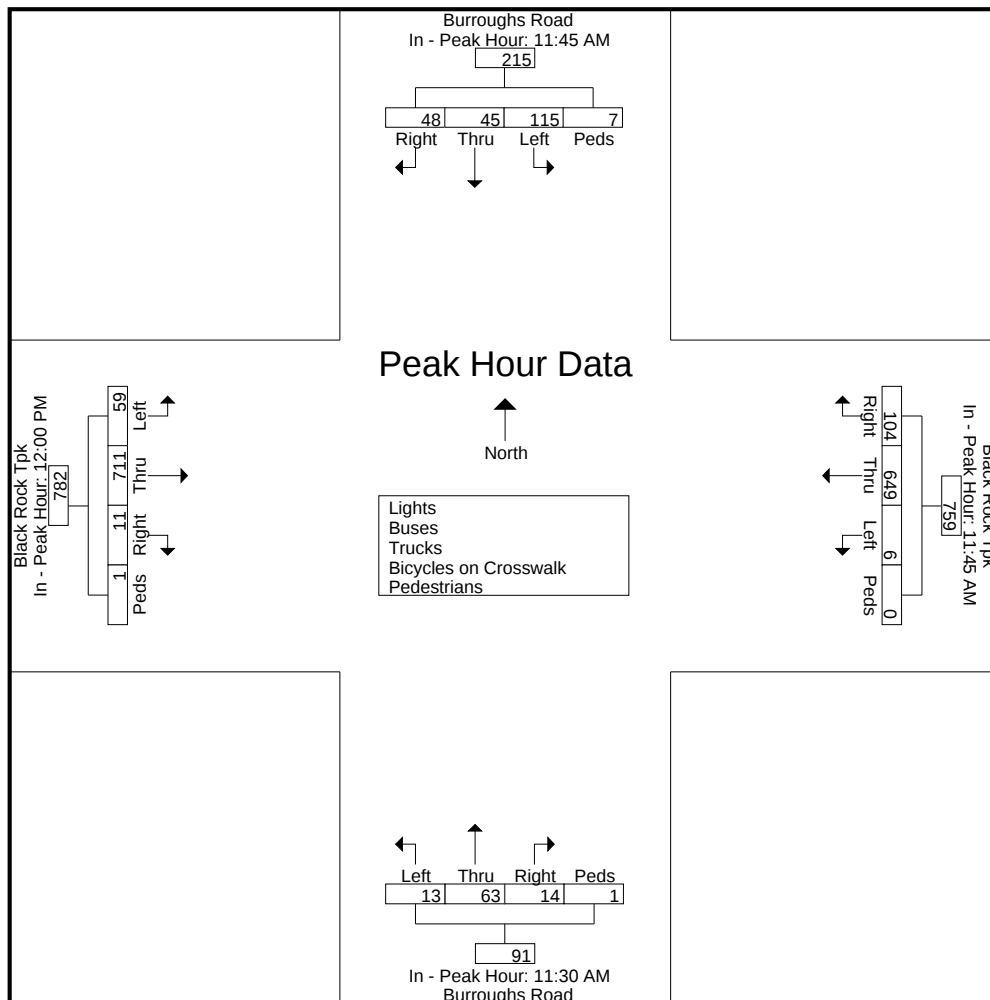
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15785
 Site Code : 15785
 Start Date : 5/4/2017
 Page No : 3

	Burroughs Road From North					Black Rock Tpk From East					Burroughs Road From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:45 AM					11:45 AM					11:30 AM					12:00 PM					
+0 mins.	10	8	27	1	46	28	178	1	0	207	3	13	2	0	18	3	187	15	0	205	
+15 mins.	9	13	31	2	55	21	160	0	0	181	6	17	3	1	27	4	145	15	1	165	
+30 mins.	13	9	27	2	51	26	150	1	0	177	2	19	3	0	24	2	168	14	0	184	
+45 mins.	16	15	30	2	63	29	161	4	0	194	3	14	5	0	22	2	211	15	0	228	
Total Volume	48	45	115	7	215	104	649	6	0	759	14	63	13	1	91	11	711	59	1	782	
% App. Total	22.3	20.9	53.5	3.3		13.7	85.5	0.8	0		15.4	69.2	14.3	1.1		1.4	90.9	7.5	0.1		
PHF	.750	.750	.927	.875	.853	.897	.912	.375	.000	.917	.583	.829	.650	.250	.843	.688	.842	.983	.250	.857	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Burroughs Road
Fairfield, Connecticut

File Name : 15786
Site Code : 15786
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Burroughs Road From North					Black Rock Tpk From East					Burroughs Road From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	7	27	25	3	62	42	184	0	0	226	1	14	7	2	24	5	217	25	1	248	560
04:15 PM	13	16	31	1	61	25	145	3	0	173	4	25	3	2	34	2	238	17	2	259	527
04:30 PM	11	12	27	3	53	30	174	1	0	205	2	21	3	2	28	3	217	21	0	241	527
04:45 PM	16	20	34	0	70	26	150	3	0	179	4	21	5	0	30	5	232	18	0	255	534
Total	47	75	117	7	246	123	653	7	0	783	11	81	18	6	116	15	904	81	3	1003	2148
05:00 PM	13	11	34	3	61	33	197	2	1	233	1	22	5	0	28	5	232	20	1	258	580
05:15 PM	14	11	25	2	52	37	159	1	0	197	2	26	5	1	34	4	240	11	1	256	539
05:30 PM	9	11	33	2	55	38	181	2	0	221	2	26	4	0	32	2	230	26	0	258	566
05:45 PM	13	16	30	0	59	39	167	2	0	208	2	30	3	1	36	3	217	24	1	245	548
Total	49	49	122	7	227	147	704	7	1	859	7	104	17	2	130	14	919	81	3	1017	2233
Grand Total	96	124	239	14	473	270	1357	14	1	1642	18	185	35	8	246	29	1823	162	6	2020	4381
Apprch %	20.3	26.2	50.5	3		16.4	82.6	0.9	0.1		7.3	75.2	14.2	3.3		1.4	90.2	8	0.3		
Total %	2.2	2.8	5.5	0.3	10.8	6.2	31	0.3	0	37.5	0.4	4.2	0.8	0.2	5.6	0.7	41.6	3.7	0.1	46.1	
Lights	96	119	230	0	445	267	1345										1799				
% Lights	100	96	96.2	0	94.1	98.9	99.1	100	0	99	94.4	98.4	100	0	95.1	100	98.7	99.4	0	98.5	98
Buses	0	3	3	0	6	2	5	0	0	7	1	0	0	0	1	0	4	1	0	5	19
% Buses	0	2.4	1.3	0	1.3	0.7	0.4	0	0	0.4	5.6	0	0	0	0.4	0	0.2	0.6	0	0.2	0.4
Trucks	0	2	6	0	8	1	7	0	0	8	0	3	0	0	3	0	20	0	0	20	39
% Trucks	0	1.6	2.5	0	1.7	0.4	0.5	0	0	0.5	0	1.6	0	0	1.2	0	1.1	0	0	1	0.9
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0.8	0	0	0	16.7	0	0.1
Pedestrians																					
% Pedestrians	0	0	0	100	3	0	0	0	100	0.1	0	0	0	75	2.4	0	0	0	83.3	0.2	0.6

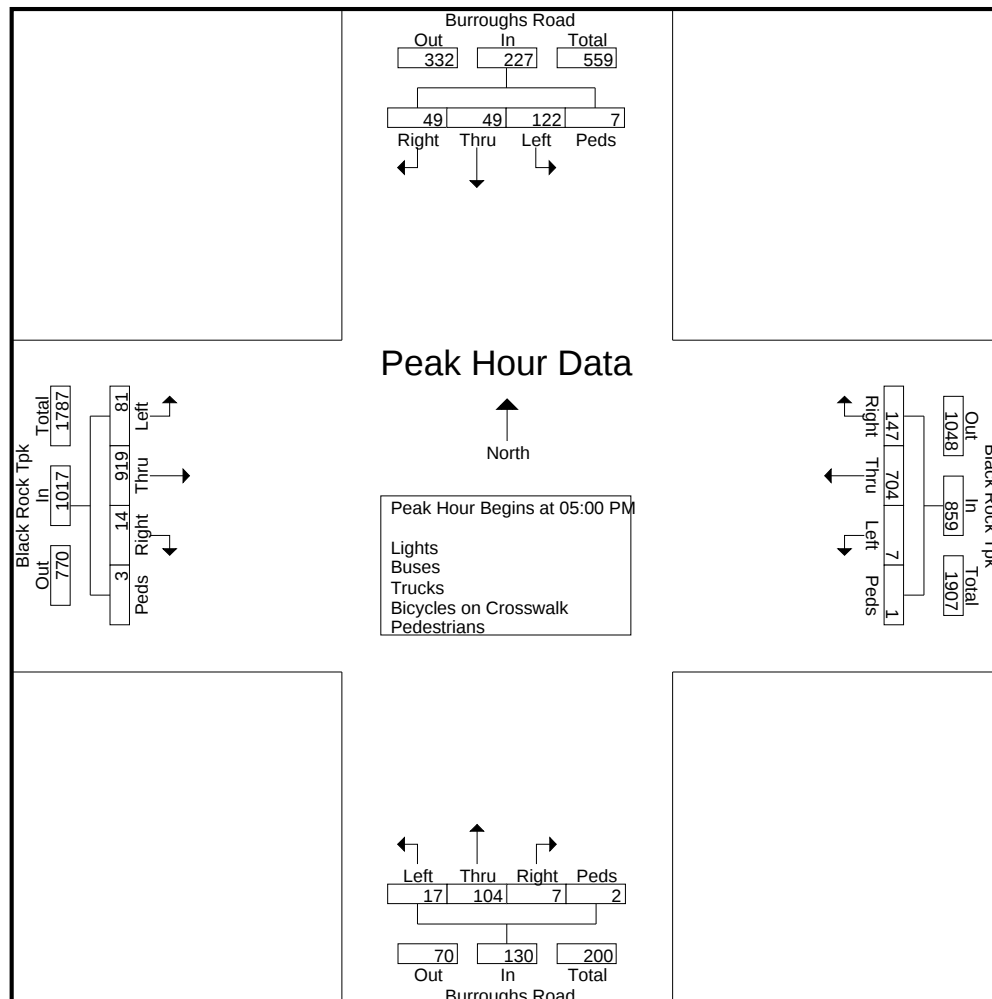
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15786
 Site Code : 15786
 Start Date : 5/4/2017
 Page No : 2

	Burroughs Road From North					Black Rock Tpk From East					Burroughs Road From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	13	11	34	3	61	33	197	2	1	233	1	22	5	0	28	5	232	20	1	258	580
05:15 PM	14	11	25	2	52	37	159	1	0	197	2	26	5	1	34	4	240	11	1	256	539
05:30 PM	9	11	33	2	55	38	181	2	0	221	2	26	4	0	32	2	230	26	0	258	566
05:45 PM	13	16	30	0	59	39	167	2	0	208	2	30	3	1	36	3	217	24	1	245	548
Total Volume	49	49	122	7	227	147	704	7	1	859	7	104	17	2	130	14	919	81	3	1017	2233
% App. Total	21.6	21.6	53.7	3.1		17.1	82	0.8	0.1		5.4	80	13.1	1.5		1.4	90.4	8	0.3		
PHF	.875	.766	.897	.583	.930	.942	.893	.875	.250	.922	.875	.867	.850	.500	.903	.700	.957	.779	.750	.985	.963



Connecticut Counts LLC

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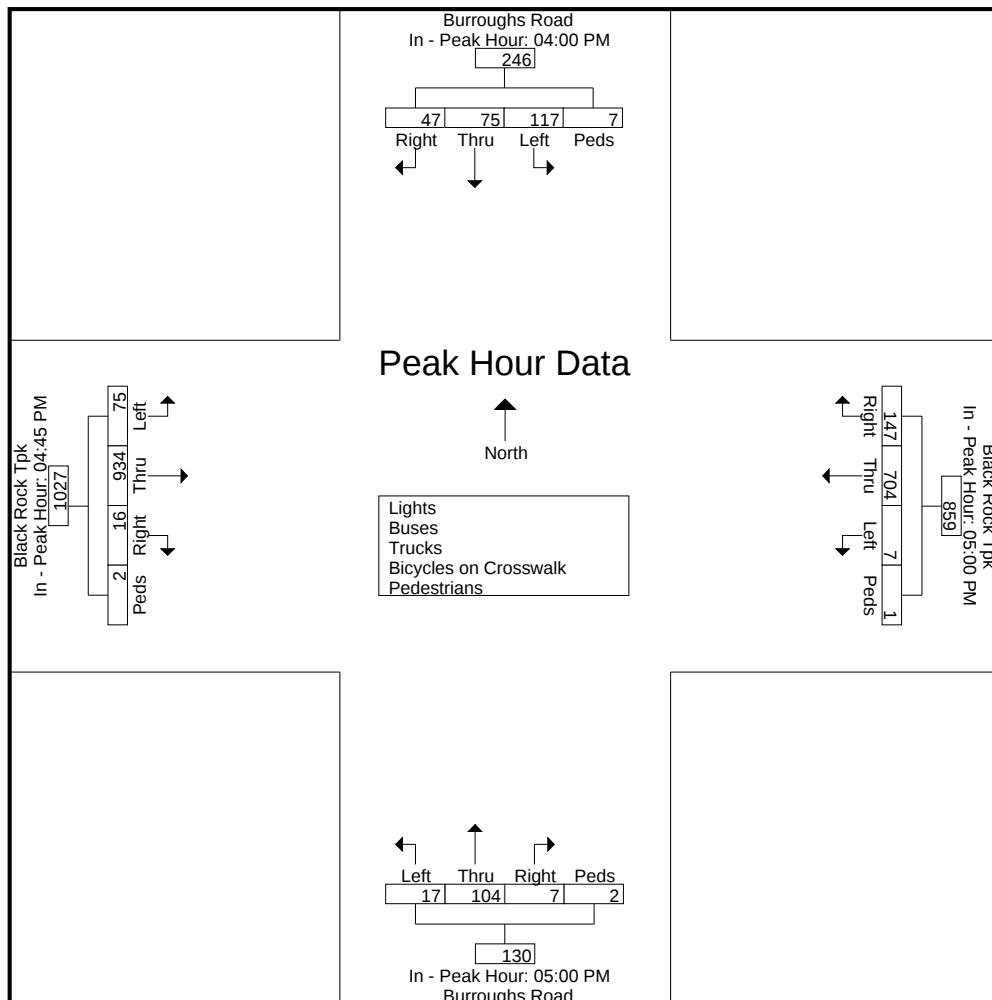
File Name : 15786
 Site Code : 15786
 Start Date : 5/4/2017
 Page No : 3

	Burroughs Road From North					Black Rock Tpk From East					Burroughs Road From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					05:00 PM					05:00 PM					04:45 PM				
+0 mins.	7	27	25	3	62	33	197	2	1	233	1	22	5	0	28	5	232	18	0	255
+15 mins.	13	16	31	1	61	37	159	1	0	197	2	26	5	1	34	5	232	20	1	258
+30 mins.	11	12	27	3	53	38	181	2	0	221	2	26	4	0	32	4	240	11	1	256
+45 mins.	16	20	34	0	70	39	167	2	0	208	2	30	3	1	36	2	230	26	0	258
Total Volume	47	75	117	7	246	147	704	7	1	859	7	104	17	2	130	16	934	75	2	1027
% App. Total	19.1	30.5	47.6	2.8		17.1	82	0.8	0.1		5.4	80	13.1	1.5		1.6	90.9	7.3	0.2	
PHF	.734	.694	.860	.583	.879	.942	.893	.875	.250	.922	.875	.867	.850	.500	.903	.800	.973	.721	.500	.995



Connecticut Counts LLC

Kensington, Connecticut 06037

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Black Rock Tpk at Burroughs Road
Fairfield, Connecticut

File Name : 15787
Site Code : 15787
Start Date : 5/6/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

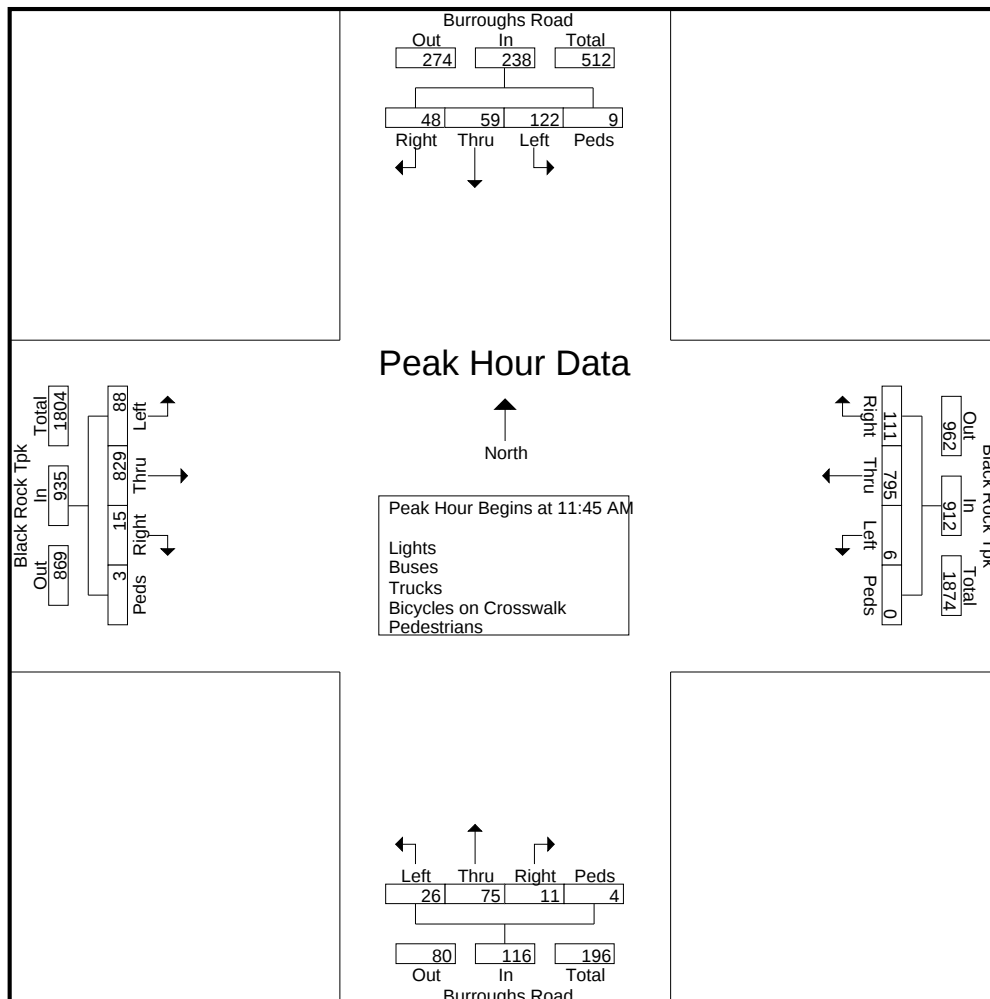
	Burroughs Road From North					Black Rock Tpk From East					Burroughs Road From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	18	7	29	0	54	27	197	0	0	224	0	16	11	3	30	3	208	20	0	231	539
11:15 AM	15	11	33	3	62	32	204	1	0	237	4	16	3	2	25	4	211	16	0	231	555
11:30 AM	19	13	25	0	57	20	207	0	2	229	1	9	2	4	16	4	188	18	1	211	513
11:45 AM	13	12	30	3	58	19	207	3	0	229	2	23	6	2	33	3	222	29	0	254	574
Total	65	43	117	6	231	98	815	4	2	919	7	64	22	11	104	14	829	83	1	927	2181
12:00 PM	14	13	31	1	59	35	195	0	0	230	2	12	8	1	23	3	204	13	0	220	532
12:15 PM	12	18	24	3	57	25	214	1	0	240	3	21	4	0	28	4	201	23	3	231	556
12:30 PM	9	16	37	2	64	32	179	2	0	213	4	19	8	1	32	5	202	23	0	230	539
12:45 PM	9	14	36	1	60	38	193	2	0	233	1	13	3	2	19	4	216	27	2	249	561
Total	44	61	128	7	240	130	781	5	0	916	10	65	23	4	102	16	823	86	5	930	2188
Grand Total	109	104	245	13	471	228	1596	9	2	1835	17	129	45	15	206	30	1652	169	6	1857	4369
Apprch %	23.1	22.1	52	2.8		12.4	87	0.5	0.1		8.3	62.6	21.8	7.3		1.6	89	9.1	0.3		
Total %	2.5	2.4	5.6	0.3	10.8	5.2	36.5	0.2	0	42	0.4	3	1	0.3	4.7	0.7	37.8	3.9	0.1	42.5	
Lights	109	104	243	0	456	228	1581										1634				
% Lights	100	100	99.2	0	96.8	100	99.1	100	0	99.1	94.1	99.2	100	0	91.7	100	98.9	100	0	98.7	98.3
Buses	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
% Buses	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.2	0.2
Trucks	0	0	2	0	2	0	11	0	0	11	1	1	0	0	2	0	15	0	0	15	30
% Trucks	0	0	0.8	0	0.4	0	0.7	0	0	0.6	5.9	0.8	0	0	1	0	0.9	0	0	0.8	0.7
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66.7	0.2	0.1
Pedestrians																					
% Pedestrians	0	0	0	100	2.8	0	0	0	100	0.1	0	0	0	100	7.3	0	0	0	33.3	0.1	0.7

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 15787
Site Code : 15787
Start Date : 5/6/2017
Page No : 2

	Burroughs Road From North					Black Rock Tpk From East					Burroughs Road From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	13	12	30	3	58	19	207	3	0	229	2	23	6	2	33	3	222	29	0	254	574
12:00 PM	14	13	31	1	59	35	195	0	0	230	2	12	8	1	23	3	204	13	0	220	532
12:15 PM	12	18	24	3	57	25	214	1	0	240	3	21	4	0	28	4	201	23	3	231	556
12:30 PM	9	16	37	2	64	32	179	2	0	213	4	19	8	1	32	5	202	23	0	230	539
Total Volume	48	59	122	9	238	111	795	6	0	912	11	75	26	4	116	15	829	88	3	935	2201
% App. Total	20.2	24.8	51.3	3.8		12.2	87.2	0.7	0		9.5	64.7	22.4	3.4		1.6	88.7	9.4	0.3		
PHF	.857	.819	.824	.750	.930	.793	.929	.500	.000	.950	.688	.815	.813	.500	.879	.750	.934	.759	.250	.920	.959



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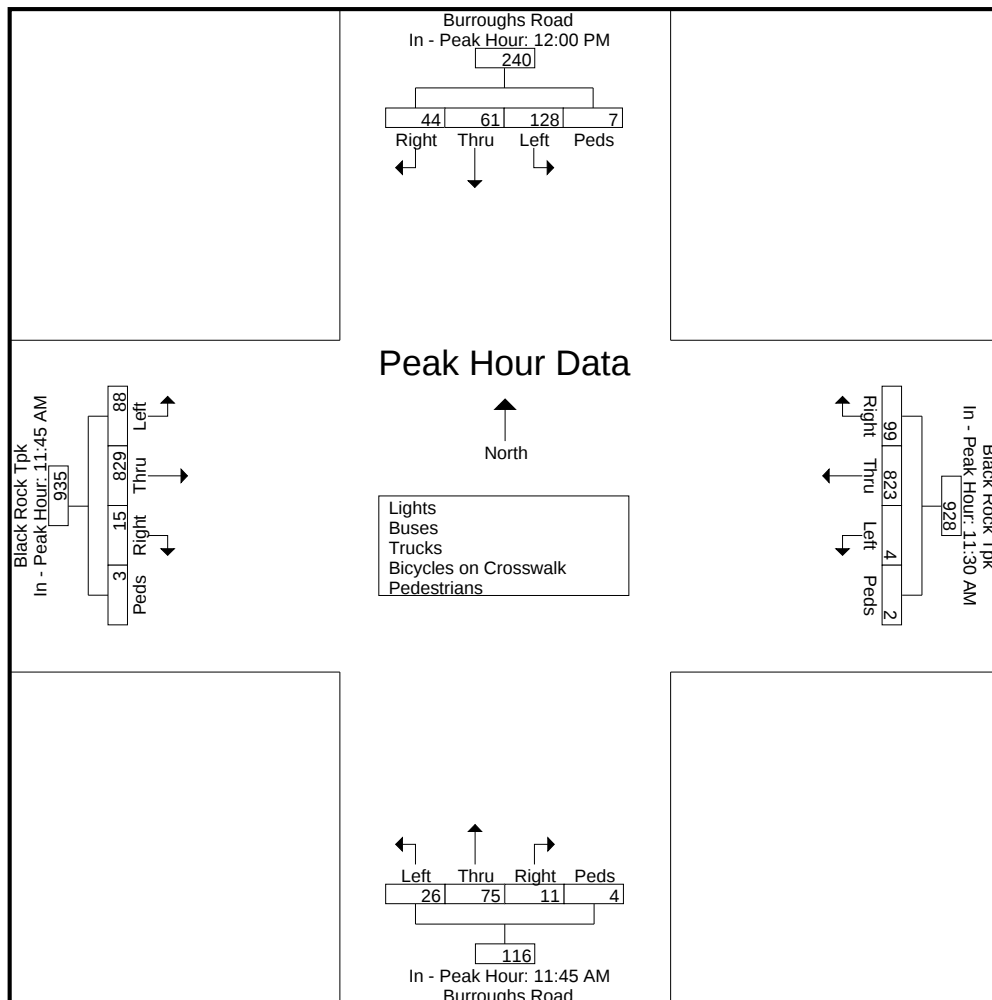
File Name : 15787
Site Code : 15787
Start Date : 5/6/2017
Page No : 3

	Burroughs Road From North					Black Rock Tpk From East					Burroughs Road From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM					11:30 AM					11:45 AM					11:45 AM					
+0 mins.	14	13	31	1	59	20	207	0	2	229	2	23	6	2	33	3	222	29	0	254	
+15 mins.	12	18	24	3	57	19	207	3	0	229	2	12	8	1	23	3	204	13	0	220	
+30 mins.	9	16	37	2	64	35	195	0	0	230	3	21	4	0	28	4	201	23	3	231	
+45 mins.	9	14	36	1	60	25	214	1	0	240	4	19	8	1	32	5	202	23	0	230	
Total Volume	44	61	128	7	240	99	823	4	2	928	11	75	26	4	116	15	829	88	3	935	
% App. Total	18.3	25.4	53.3	2.9		10.7	88.7	0.4	0.2		9.5	64.7	22.4	3.4		1.6	88.7	9.4	0.3		
PHF	.786	.847	.865	.583	.938	.707	.961	.333	.250	.967	.688	.815	.813	.500	.879	.750	.934	.759	.250	.920	



Connecticut Counts LLC

Kensington, Connecticut 06037

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Black Rock Tpk at Katona Drive
Fairfield, Connecticut

File Name : 15788
Site Code : 15788
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Plaza Drive From North					Black Rock Tpk From East					Katona Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	1	1	0	3	0	195	7	0	202	5	2	18	0	25	9	115	0	0	124	354
07:15 AM	0	1	1	1	3	0	242	11	0	253	7	1	19	2	29	12	146	0	1	159	444
07:30 AM	0	0	0	1	1	0	247	13	0	260	5	0	22	0	27	9	88	0	1	98	386
07:45 AM	1	0	1	1	3	0	209	14	0	223	11	0	11	1	23	15	79	1	0	95	344
Total	2	2	3	3	10	0	893	45	0	938	28	3	70	3	104	45	428	1	2	476	1528
08:00 AM	0	1	0	0	1	2	207	13	0	222	6	1	20	1	28	19	118	0	0	137	388
08:15 AM	0	1	1	0	2	0	177	7	0	184	6	1	20	1	28	17	97	0	0	114	328
08:30 AM	0	0	0	0	0	0	166	9	0	175	6	1	12	0	19	14	142	1	0	157	351
08:45 AM	1	0	0	1	2	0	164	10	0	174	11	1	13	1	26	13	131	1	2	147	349
Total	1	2	1	1	5	2	714	39	0	755	29	4	65	3	101	63	488	2	2	555	1416
Grand Total	3	4	4	4	15	2	1607	84	0	1693	57	7	135	6	205	108	916	3	4	1031	2944
Apprch %	20	26.7	26.7	26.7		0.1	94.9	5	0		27.8	3.4	65.9	2.9		10.5	88.8	0.3	0.4		
Total %	0.1	0.1	0.1	0.1	0.5	0.1	54.6	2.9	0	57.5	1.9	0.2	4.6	0.2	7	3.7	31.1	0.1	0.1	35	
Lights	3	4	4	0	11	2	1536														
% Lights	100	100	100	0	73.3	100	95.6	97.6	0	95.7	93	100	97	0	93.2	98.1	95.3	100	0	95.2	95.2
Buses	0	0	0	0	0	0	13	0	0	13	3	0	2	0	5	1	10	0	0	11	29
% Buses	0	0	0	0	0	0	0.8	0	0	0.8	5.3	0	1.5	0	2.4	0.9	1.1	0	0	1.1	1
Trucks	0	0	0	0	0	0	58	2	0	60	1	0	2	0	3	1	33	0	0	34	97
% Trucks	0	0	0	0	0	0	3.6	2.4	0	3.5	1.8	0	1.5	0	1.5	0.9	3.6	0	0	3.3	3.3
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	16.7	0.5	0	0	0	0	0	0
Pedestrians																					
% Pedestrians	0	0	0	100	26.7	0	0	0	0	0	0	0	0	83.3	2.4	0	0	0	100	0.4	0.4

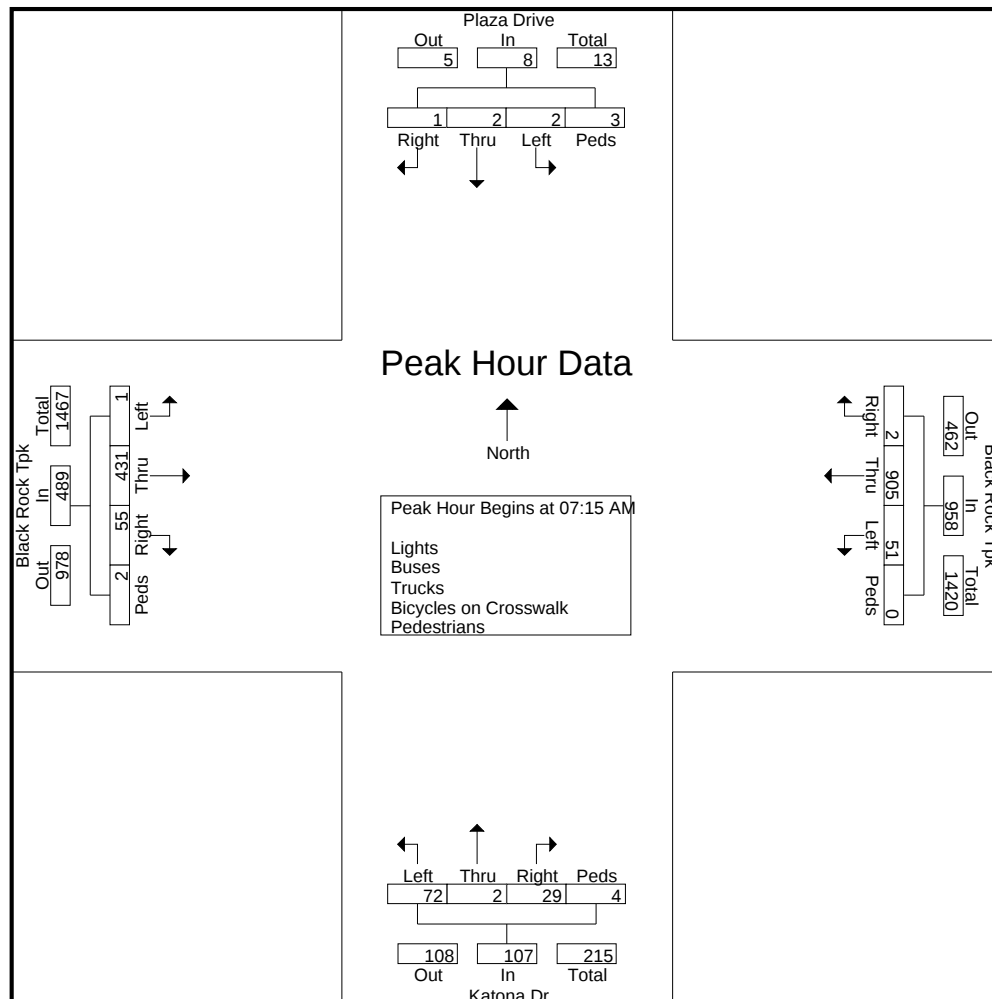
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15788
 Site Code : 15788
 Start Date : 5/4/2017
 Page No : 2

	Plaza Drive From North					Black Rock Tpk From East					Katona Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	1	1	1	3	0	242	11	0	253	7	1	19	2	29	12	146	0	1	159	444
07:30 AM	0	0	0	1	1	0	247	13	0	260	5	0	22	0	27	9	88	0	1	98	386
07:45 AM	1	0	1	1	3	0	209	14	0	223	11	0	11	1	23	15	79	1	0	95	344
08:00 AM	0	1	0	0	1	2	207	13	0	222	6	1	20	1	28	19	118	0	0	137	388
Total Volume	1	2	2	3	8	2	905	51	0	958	29	2	72	4	107	55	431	1	2	489	1562
% App. Total	12.5	25	25	37.5		0.2	94.5	5.3	0		27.1	1.9	67.3	3.7		11.2	88.1	0.2	0.4		
PHF	.250	.500	.500	.750	.667	.250	.916	.911	.000	.921	.659	.500	.818	.500	.922	.724	.738	.250	.500	.769	.880



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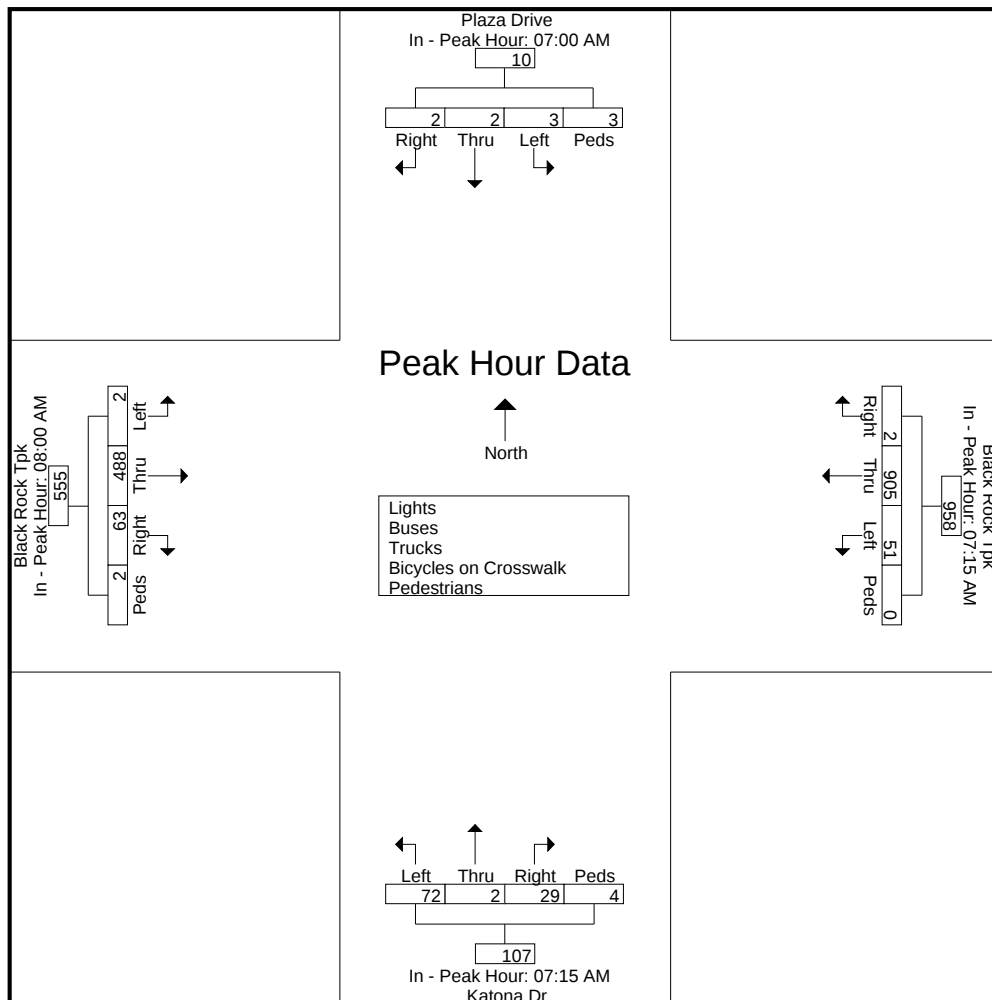
File Name : 15788
 Site Code : 15788
 Start Date : 5/4/2017
 Page No : 3

	Plaza Drive From North					Black Rock Tpk From East					Katona Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:15 AM					07:15 AM					08:00 AM				
+0 mins.	1	1	1	0	3	0	242	11	0	253	7	1	19	2	29	19	118	0	0	137
+15 mins.	0	1	1	1	3	0	247	13	0	260	5	0	22	0	27	17	97	0	0	114
+30 mins.	0	0	0	1	1	0	209	14	0	223	11	0	11	1	23	14	142	1	0	157
+45 mins.	1	0	1	1	3	2	207	13	0	222	6	1	20	1	28	13	131	1	2	147
Total Volume	2	2	3	3	10	2	905	51	0	958	29	2	72	4	107	63	488	2	2	555
% App. Total	20	20	30	30		0.2	94.5	5.3	0		27.1	1.9	67.3	3.7		11.4	87.9	0.4	0.4	
PHF	.500	.500	.750	.750	.833	.250	.916	.911	.000	.921	.659	.500	.818	.500	.922	.829	.859	.500	.250	.884



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Katona Dr
Fairfield, Connecticut

File Name : 15789
Site Code : 15789
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Plaza Drive From North					Black Rock Tpk From East					Katona Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	1	1	1	0	3	0	163	10	0	173	8	0	17	2	27	13	156	6	1	176	379
11:15 AM	4	0	1	2	7	1	155	17	0	173	10	0	17	1	28	23	141	3	1	168	376
11:30 AM	4	0	2	1	7	1	149	8	0	158	11	0	22	0	33	14	161	3	0	178	376
11:45 AM	2	0	3	1	6	0	173	11	0	184	9	5	25	2	41	21	156	2	2	181	412
Total	11	1	7	4	23	2	640	46	0	688	38	5	81	5	129	71	614	14	4	703	1543
12:00 PM	1	2	0	0	3	0	165	13	0	178	14	1	26	3	44	22	181	0	2	205	430
12:15 PM	2	1	1	1	5	0	154	9	2	165	9	0	21	2	32	17	142	1	0	160	362
12:30 PM	2	5	2	2	11	0	171	12	0	183	13	1	21	0	35	36	162	1	0	199	428
12:45 PM	3	1	0	0	4	1	156	10	0	167	12	0	20	5	37	26	199	1	1	227	435
Total	8	9	3	3	23	1	646	44	2	693	48	2	88	10	148	101	684	3	3	791	1655
Grand Total	19	10	10	7	46	3	1286	90	2	1381	86	7	169	15	277	172	1298	17	7	1494	3198
Apprch %	41.3	21.7	21.7	15.2		0.2	93.1	6.5	0.1		31	2.5	61	5.4		11.5	86.9	1.1	0.5		
Total %	0.6	0.3	0.3	0.2	1.4	0.1	40.2	2.8	0.1	43.2	2.7	0.2	5.3	0.5	8.7	5.4	40.6	0.5	0.2	46.7	
Lights	18	10	9	0	37	2	1242										1262				
% Lights	94.7	100	90	0	80.4	66.7	96.6	96.7	0	96.4	97.7	100	98.2	0	92.8	96.5	97.2	82.4	0	96.5	95.9
Buses	0	0	0	0	0	0	6	1	0	7	0	0	1	0	1	1	6	0	0	7	15
% Buses	0	0	0	0	0	0	0.5	1.1	0	0.5	0	0	0.6	0	0.4	0.6	0.5	0	0	0.5	0.5
Trucks	1	0	1	0	2	1	38	2	0	41	2	0	2	0	4	5	30	3	0	38	85
% Trucks	5.3	0	10	0	4.3	33.3	3	2.2	0	3	2.3	0	1.2	0	1.4	2.9	2.3	17.6	0	2.5	2.7
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	7	7	0	0	0	2	2	0	0	0	15	15	0	0	0	7	7	31
% Pedestrians	0	0	0	100	15.2	0	0	0	100	0.1	0	0	0	100	5.4	0	0	0	100	0.5	1

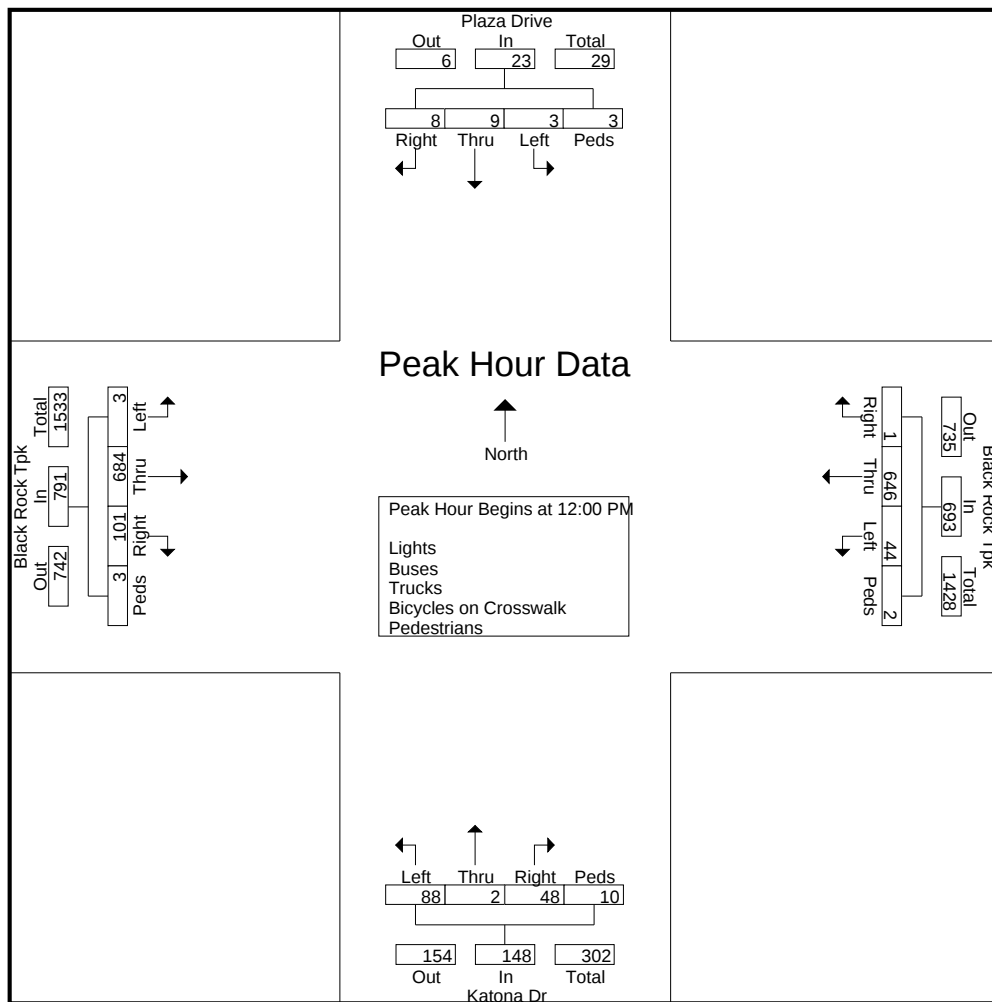
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15789
 Site Code : 15789
 Start Date : 5/4/2017
 Page No : 2

	Plaza Drive From North					Black Rock Tpk From East					Katona Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	1	2	0	0	3	0	165	13	0	178	14	1	26	3	44	22	181	0	2	205	430
12:15 PM	2	1	1	1	5	0	154	9	2	165	9	0	21	2	32	17	142	1	0	160	362
12:30 PM	2	5	2	2	11	0	171	12	0	183	13	1	21	0	35	36	162	1	0	199	428
12:45 PM	3	1	0	0	4	1	156	10	0	167	12	0	20	5	37	26	199	1	1	227	435
Total Volume	8	9	3	3	23	1	646	44	2	693	48	2	88	10	148	101	684	3	3	791	1655
% App. Total	34.8	39.1	13	13		0.1	93.2	6.3	0.3		32.4	1.4	59.5	6.8		12.8	86.5	0.4	0.4		
PHF	.667	.450	.375	.375	.523	.250	.944	.846	.250	.947	.857	.500	.846	.500	.841	.701	.859	.750	.375	.871	.951



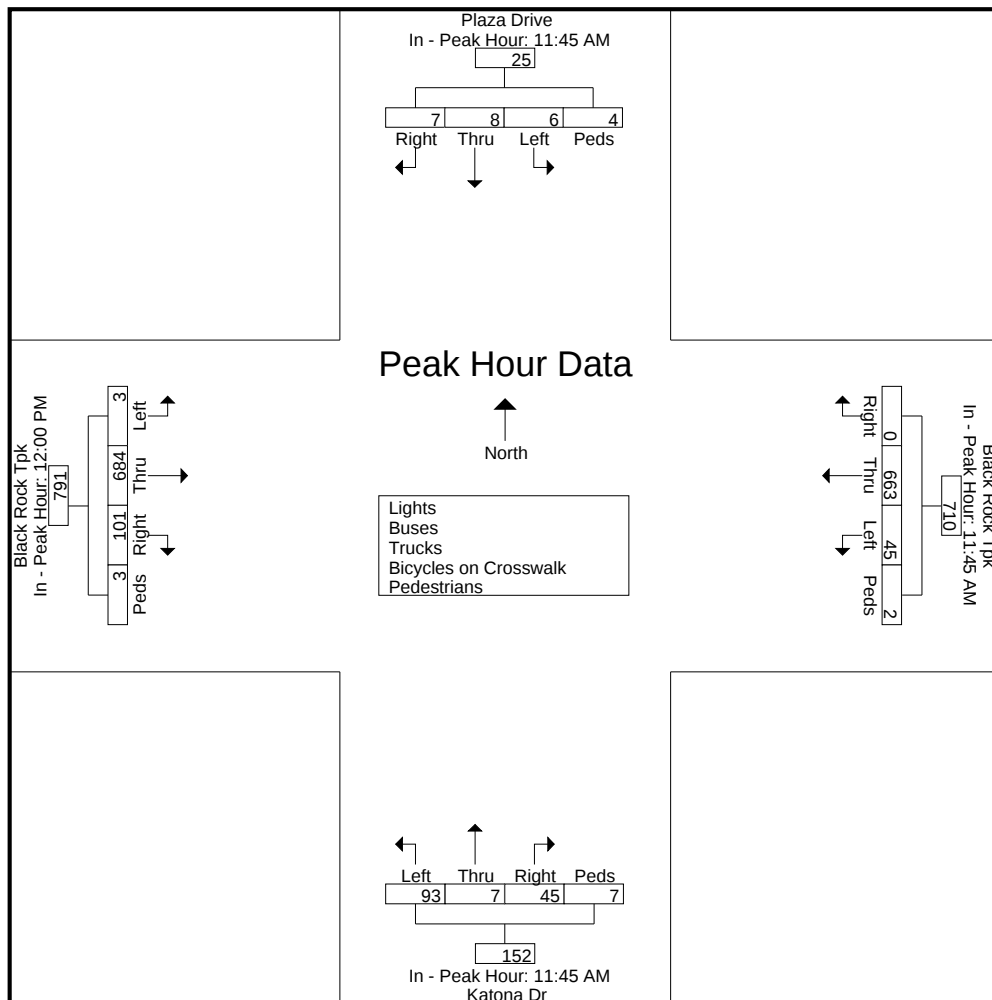
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15789
 Site Code : 15789
 Start Date : 5/4/2017
 Page No : 3

	Plaza Drive From North					Black Rock Tpk From East					Katona Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:45 AM					11:45 AM					11:45 AM					12:00 PM					
+0 mins.	2	0	3	1	6	0	173	11	0	184	9	5	25	2	41	22	181	0	2	205	
+15 mins.	1	2	0	0	3	0	165	13	0	178	14	1	26	3	44	17	142	1	0	160	
+30 mins.	2	1	1	1	5	0	154	9	2	165	9	0	21	2	32	36	162	1	0	199	
+45 mins.	2	5	2	2	11	0	171	12	0	183	13	1	21	0	35	26	199	1	1	227	
Total Volume	7	8	6	4	25	0	663	45	2	710	45	7	93	7	152	101	684	3	3	791	
% App. Total	28	32	24	16		0	93.4	6.3	0.3		29.6	4.6	61.2	4.6		12.8	86.5	0.4	0.4		
PHF	.875	.400	.500	.500	.568	.000	.958	.865	.250	.965	.804	.350	.894	.583	.864	.701	.859	.750	.375	.871	



Connecticut Counts LLC

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Black Rock Tpk at Katona Dr
Fairfield, Connecticut

File Name : 15790
Site Code : 15790
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Plaza Drive From North					Black Rock Tpk From East					Katona Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	0	2	3	7	0	184	11	0	195	15	1	26	2	44	22	223	1	4	250	496
04:15 PM	3	0	1	0	4	0	150	11	0	161	15	1	22	0	38	21	245	3	0	269	472
04:30 PM	1	0	0	1	2	1	177	8	0	186	15	0	18	1	34	22	218	3	0	243	465
04:45 PM	1	1	0	0	2	0	166	12	0	178	19	1	14	0	34	16	240	3	0	259	473
Total	7	1	3	4	15	1	677	42	0	720	64	3	80	3	150	81	926	10	4	1021	1906
05:00 PM	3	1	1	2	7	1	187	13	0	201	20	0	30	1	51	24	223	3	0	250	509
05:15 PM	1	0	0	1	2	1	178	6	0	185	18	1	23	1	43	24	228	2	0	254	484
05:30 PM	3	0	0	0	3	0	191	10	0	201	13	0	26	0	39	25	251	4	0	280	523
05:45 PM	2	2	0	0	4	0	166	16	1	183	12	2	21	0	35	28	232	1	0	261	483
Total	9	3	1	3	16	2	722	45	1	770	63	3	100	2	168	101	934	10	0	1045	1999
Grand Total	16	4	4	7	31	3	1399	87	1	1490	127	6	180	5	318	182	1860	20	4	2066	3905
Apprch %	51.6	12.9	12.9	22.6		0.2	93.9	5.8	0.1		39.9	1.9	56.6	1.6		8.8	90	1	0.2		
Total %	0.4	0.1	0.1	0.2	0.8	0.1	35.8	2.2	0	38.2	3.3	0.2	4.6	0.1	8.1	4.7	47.6	0.5	0.1	52.9	
Lights	16	4	4	0	24	3	1386									1828					
% Lights	100	100	100	0	77.4	100	99.1	100	0	99.1	100	100	100	0	98.4	100	98.3	100	0	98.3	98.4
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
% Buses	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0	0.3	0	0	0.2	0.3
Trucks	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	27	0	0	27	35
% Trucks	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0	1.5	0	0	1.3	0.9
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	7	7	0	0	0	1	1	0	0	0	5	5	0	0	0	4	4	17
% Pedestrians	0	0	0	100	22.6	0	0	0	100	0.1	0	0	0	100	1.6	0	0	0	100	0.2	0.4

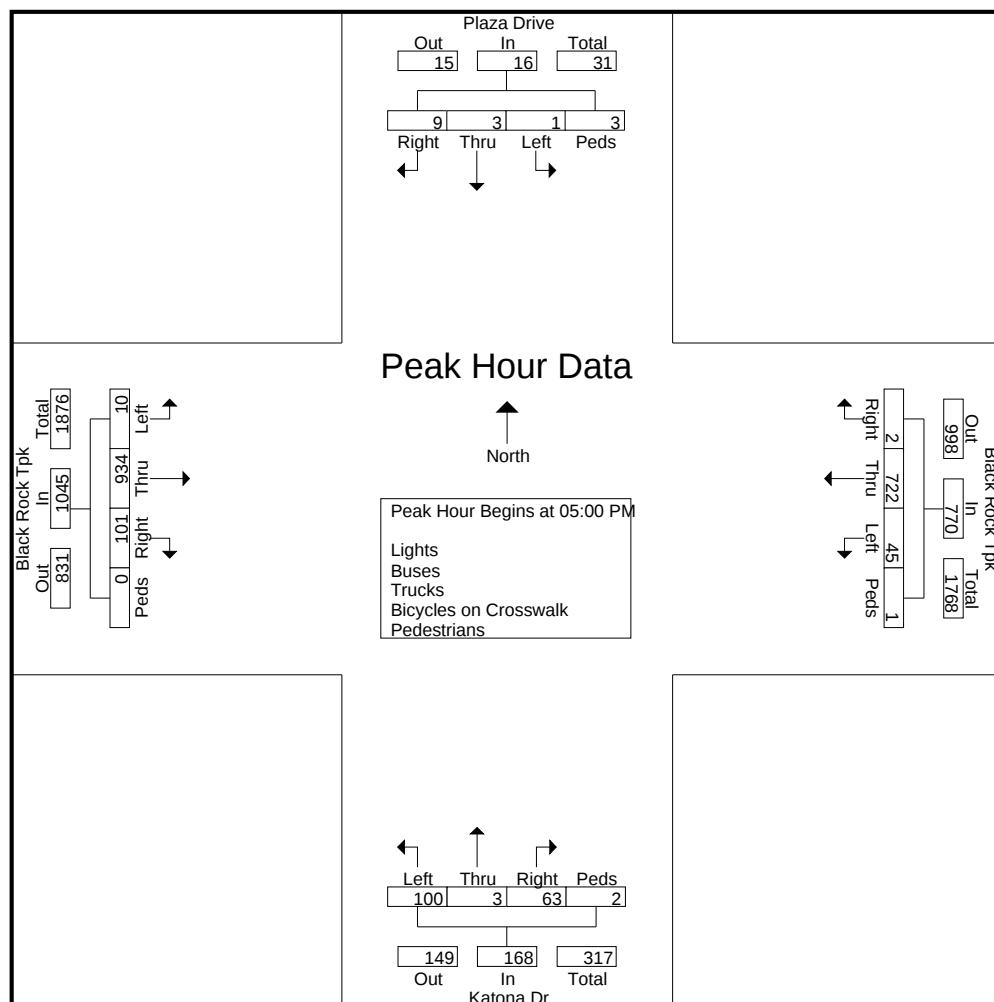
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15790
 Site Code : 15790
 Start Date : 5/4/2017
 Page No : 2

	Plaza Drive From North					Black Rock Tpk From East					Katona Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	1	1	2	7	1	187	13	0	201	20	0	30	1	51	24	223	3	0	250	509
05:15 PM	1	0	0	1	2	1	178	6	0	185	18	1	23	1	43	24	228	2	0	254	484
05:30 PM	3	0	0	0	3	0	191	10	0	201	13	0	26	0	39	25	251	4	0	280	523
05:45 PM	2	2	0	0	4	0	166	16	1	183	12	2	21	0	35	28	232	1	0	261	483
Total Volume	9	3	1	3	16	2	722	45	1	770	63	3	100	2	168	101	934	10	0	1045	1999
% App. Total	56.2	18.8	6.2	18.8		0.3	93.8	5.8	0.1		37.5	1.8	59.5	1.2		9.7	89.4	1	0		
PHF	.750	.375	.250	.375	.571	.500	.945	.703	.250	.958	.788	.375	.833	.500	.824	.902	.930	.625	.000	.933	.956



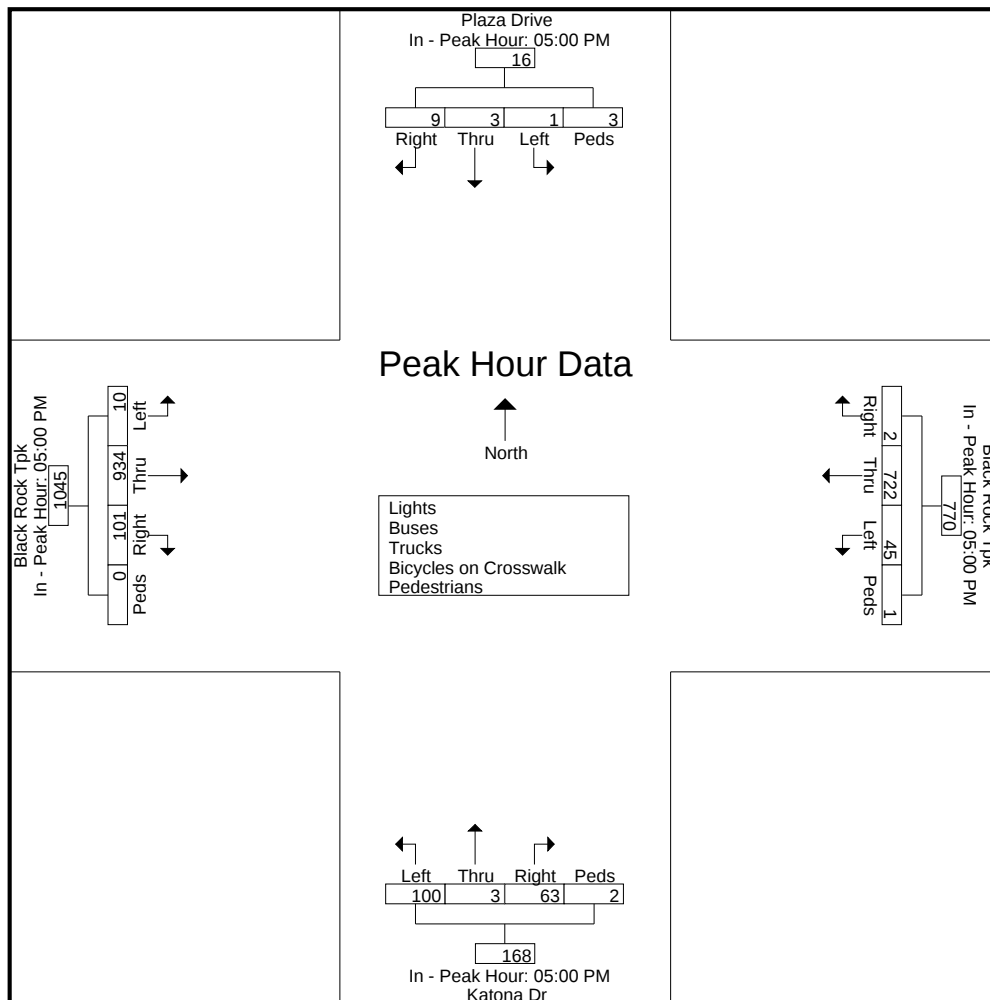
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15790
 Site Code : 15790
 Start Date : 5/4/2017
 Page No : 3

	Plaza Drive From North					Black Rock Tpk From East					Katona Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					05:00 PM					05:00 PM					05:00 PM					
+0 mins.	3	1	1	2	7	1	187	13	0	201	20	0	30	1	51	24	223	3	0	250	
+15 mins.	1	0	0	1	2	1	178	6	0	185	18	1	23	1	43	24	228	2	0	254	
+30 mins.	3	0	0	0	3	0	191	10	0	201	13	0	26	0	39	25	251	4	0	280	
+45 mins.	2	2	0	0	4	0	166	16	1	183	12	2	21	0	35	28	232	1	0	261	
Total Volume	9	3	1	3	16	2	722	45	1	770	63	3	100	2	168	101	934	10	0	1045	
% App. Total	56.2	18.8	6.2	18.8		0.3	93.8	5.8	0.1		37.5	1.8	59.5	1.2		9.7	89.4	1	0		
PHF	.750	.375	.250	.375	.571	.500	.945	.703	.250	.958	.788	.375	.833	.500	.824	.902	.930	.625	.000	.933	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Katona Drive
Fairfield, Connecticut

File Name : 15791
Site Code : 15791
Start Date : 5/6/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Plaza Drive From North					Black Rock Tpk From East					Katona Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	3	1	2	0	6	2	205	12	0	219	13	1	32	1	47	23	216	1	4	244	516
11:15 AM	2	0	0	4	6	0	206	12	0	218	11	1	33	2	47	26	220	3	1	250	521
11:30 AM	3	1	0	0	4	0	217	16	0	233	14	1	26	3	44	34	183	2	3	222	503
11:45 AM	3	0	0	2	5	0	214	16	0	230	15	0	29	2	46	29	237	5	3	274	555
Total	11	2	2	6	21	2	842	56	0	900	53	3	120	8	184	112	856	11	11	990	2095
12:00 PM	1	0	3	1	5	0	198	11	0	209	9	1	27	1	38	34	211	1	1	247	499
12:15 PM	1	0	0	4	5	0	213	12	0	225	11	0	32	0	43	32	205	4	2	243	516
12:30 PM	0	0	3	2	5	0	188	6	0	194	8	0	19	1	28	25	203	2	1	231	458
12:45 PM	3	2	1	1	7	2	198	15	0	215	10	0	22	1	33	28	229	0	3	260	515
Total	5	2	7	8	22	2	797	44	0	843	38	1	100	3	142	119	848	7	7	981	1988
Grand Total	16	4	9	14	43	4	1639	100	0	1743	91	4	220	11	326	231	1704	18	18	1971	4083
Apprch %	37.2	9.3	20.9	32.6		0.2	94	5.7	0		27.9	1.2	67.5	3.4		11.7	86.5	0.9	0.9		
Total %	0.4	0.1	0.2	0.3	1.1	0.1	40.1	2.4	0	42.7	2.2	0.1	5.4	0.3	8	5.7	41.7	0.4	0.4	48.3	
Lights	16	4	9	0	29	4	1621				97.8	100	99.5	0	95.7	99.1	98.8	100	0	98	97.9
% Lights	100	100	100	0	67.4	100	98.9	100	0	99											
Buses	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	5	0	0	5	9
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	1.1	0	0	0	0.3	0	0.3	0	0	0.3	0.2
Trucks	0	0	0	0	0	0	15	0	0	15	1	0	1	0	2	2	15	0	0	17	34
% Trucks	0	0	0	0	0	0	0.9	0	0	0.9	1.1	0	0.5	0	0.6	0.9	0.9	0	0	0.9	0.8
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	7.1	2.3	0	0	0	0	0	0	0	0	27.3	0.9	0	0	0	38.9	0.4	0.3
Pedestrians																					
% Pedestrians	0	0	0	92.9	30.2	0	0	0	0	0	0	0	0	72.7	2.5	0	0	0	61.1	0.6	0.8

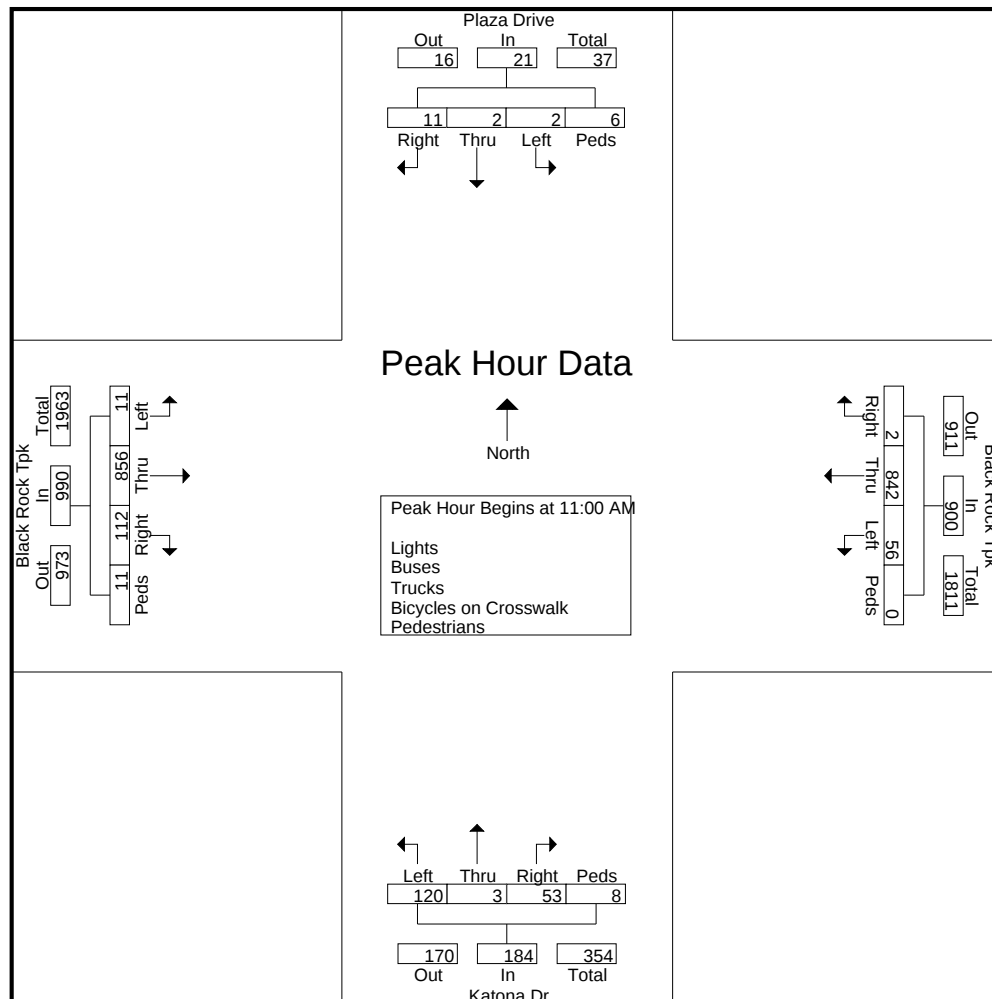
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15791
 Site Code : 15791
 Start Date : 5/6/2017
 Page No : 2

	Plaza Drive From North					Black Rock Tpk From East					Katona Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	3	1	2	0	6	2	205	12	0	219	13	1	32	1	47	23	216	1	4	244	516
11:15 AM	2	0	0	4	6	0	206	12	0	218	11	1	33	2	47	26	220	3	1	250	521
11:30 AM	3	1	0	0	4	0	217	16	0	233	14	1	26	3	44	34	183	2	3	222	503
11:45 AM	3	0	0	2	5	0	214	16	0	230	15	0	29	2	46	29	237	5	3	274	555
Total Volume	11	2	2	6	21	2	842	56	0	900	53	3	120	8	184	112	856	11	11	990	2095
% App. Total	52.4	9.5	9.5	28.6		0.2	93.6	6.2	0		28.8	1.6	65.2	4.3		11.3	86.5	1.1	1.1		
PHF	.917	.500	.250	.375	.875	.250	.970	.875	.000	.966	.883	.750	.909	.667	.979	.824	.903	.550	.688	.903	.944



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

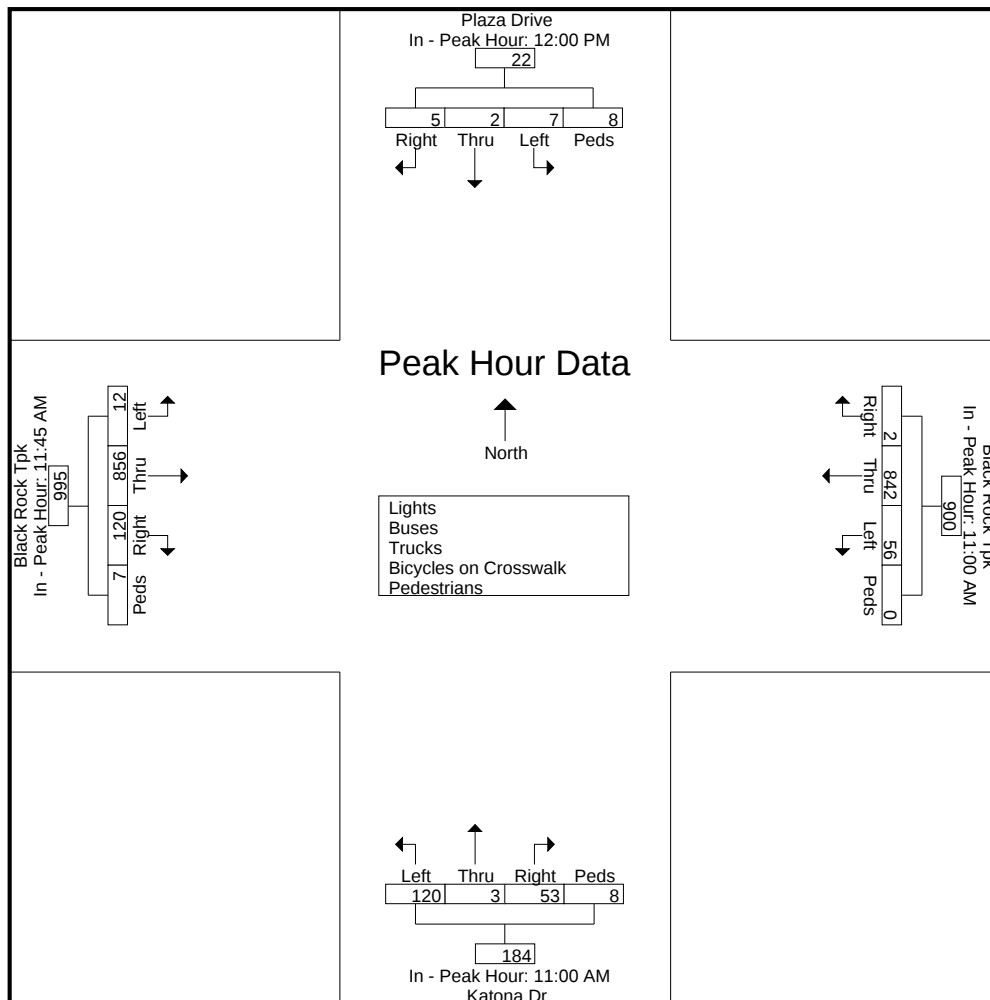
File Name : 15791
Site Code : 15791
Start Date : 5/6/2017
Page No : 3

	Plaza Drive From North					Black Rock Tpk From East					Katona Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	12:00 PM					11:00 AM					11:00 AM					11:45 AM				
+0 mins.	1	0	3	1	5	2	205	12	0	219	13	1	32	1	47	29	237	5	3	274
+15 mins.	1	0	0	4	5	0	206	12	0	218	11	1	33	2	47	34	211	1	1	247
+30 mins.	0	0	3	2	5	0	217	16	0	233	14	1	26	3	44	32	205	4	2	243
+45 mins.	3	2	1	1	7	0	214	16	0	230	15	0	29	2	46	25	203	2	1	231
Total Volume	5	2	7	8	22	2	842	56	0	900	53	3	120	8	184	120	856	12	7	995
% App. Total	22.7	9.1	31.8	36.4		0.2	93.6	6.2	0		28.8	1.6	65.2	4.3		12.1	86	1.2	0.7	
PHF	.417	.250	.583	.500	.786	.250	.970	.875	.000	.966	.883	.750	.909	.667	.979	.882	.903	.600	.583	.908



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Shop Rite Dr/CVS Dr
Fairfield, Connecticut

File Name : 15792
Site Code : 15792
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	CVS Drive From North					Black Rock Tpk From East					Shop Ritte Drive From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	0	6	0	9	12	177	1	0	190	3	0	3	0	6	0	119	8	0	127	332
07:15 AM	3	1	6	1	11	12	214	5	0	231	4	1	10	0	15	2	146	8	0	156	413
07:30 AM	2	0	9	0	11	7	236	10	1	254	4	0	13	0	17	0	88	3	1	92	374
07:45 AM	1	0	6	1	8	6	186	5	0	197	6	4	16	0	26	2	85	5	0	92	323
Total	9	1	27	2	39	37	813	21	1	872	17	5	42	0	64	4	438	24	1	467	1442
08:00 AM	4	0	6	0	10	15	206	4	0	225	5	0	9	0	14	4	126	7	0	137	386
08:15 AM	4	0	4	0	8	9	201	6	0	216	10	0	11	0	21	6	118	5	0	129	374
08:30 AM	6	0	11	0	17	11	143	3	0	157	9	3	8	0	20	5	134	1	0	140	334
08:45 AM	2	4	4	0	10	11	157	8	0	176	8	0	14	1	23	7	132	5	1	145	354
Total	16	4	25	0	45	46	707	21	0	774	32	3	42	1	78	22	510	18	1	551	1448
Grand Total	25	5	52	2	84	83	1520	42	1	1646	49	8	84	1	142	26	948	42	2	1018	2890
Apprch %	29.8	6	61.9	2.4		5	92.3	2.6	0.1		34.5	5.6	59.2	0.7		2.6	93.1	4.1	0.2		
Total %	0.9	0.2	1.8	0.1	2.9	2.9	52.6	1.5	0	57	1.7	0.3	2.9	0	4.9	0.9	32.8	1.5	0.1	35.2	
Lights	24	5	49	0	78	82	1450				49	8	84	1	142	26	948	42	2	1018	2890
% Lights	96	100	94.2	0	92.9	98.8	95.4	97.6	0	95.6	95.9	87.5	96.4	0	95.1	96.2	96.2	97.6	0	96.1	95.6
Buses	0	0	1	0	1	0	14	0	0	14	0	0	0	0	0	0	10	1	0	11	26
% Buses	0	0	1.9	0	1.2	0	0.9	0	0	0.9	0	0	0	0	0	0	1.1	2.4	0	1.1	0.9
Trucks	1	0	2	0	3	1	56	1	0	58	2	1	3	0	6	1	26	0	0	27	94
% Trucks	4	0	3.8	0	3.6	1.2	3.7	2.4	0	3.5	4.1	12.5	3.6	0	4.2	3.8	2.7	0	0	2.7	3.3
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1	0	0	0	2	2	6
% Pedestrians	0	0	0	100	2.4	0	0	0	100	0.1	0	0	0	100	0.7	0	0	0	100	0.2	0.2

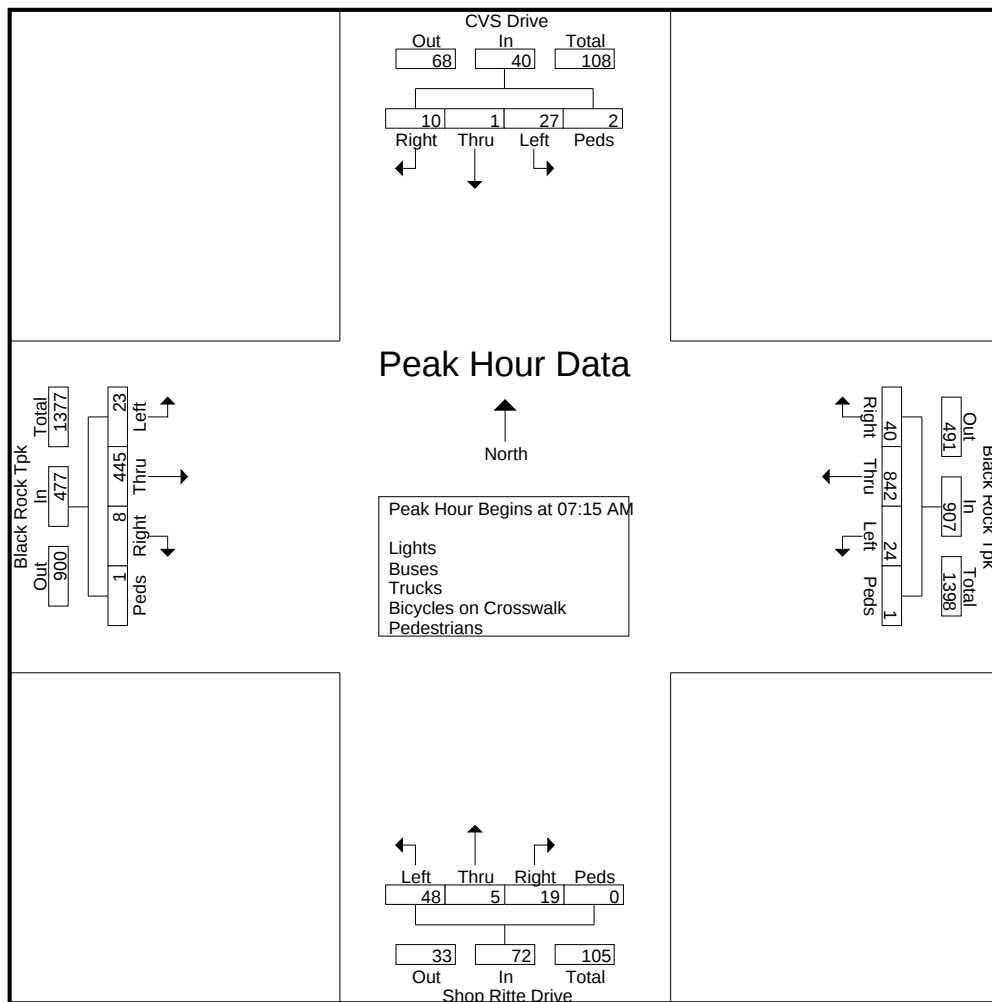
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15792
 Site Code : 15792
 Start Date : 5/4/2017
 Page No : 2

	CVS Drive From North					Black Rock Tpk From East					Shop Ritte Drive From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	3	1	6	1	11	12	214	5	0	231	4	1	10	0	15	2	146	8	0	156	413
07:30 AM	2	0	9	0	11	7	236	10	1	254	4	0	13	0	17	0	88	3	1	92	374
07:45 AM	1	0	6	1	8	6	186	5	0	197	6	4	16	0	26	2	85	5	0	92	323
08:00 AM	4	0	6	0	10	15	206	4	0	225	5	0	9	0	14	4	126	7	0	137	386
Total Volume	10	1	27	2	40	40	842	24	1	907	19	5	48	0	72	8	445	23	1	477	1496
% App. Total	25	2.5	67.5	5		4.4	92.8	2.6	0.1		26.4	6.9	66.7	0		1.7	93.3	4.8	0.2		
PHF	.625	.250	.750	.500	.909	.667	.892	.600	.250	.893	.792	.313	.750	.000	.692	.500	.762	.719	.250	.764	.906



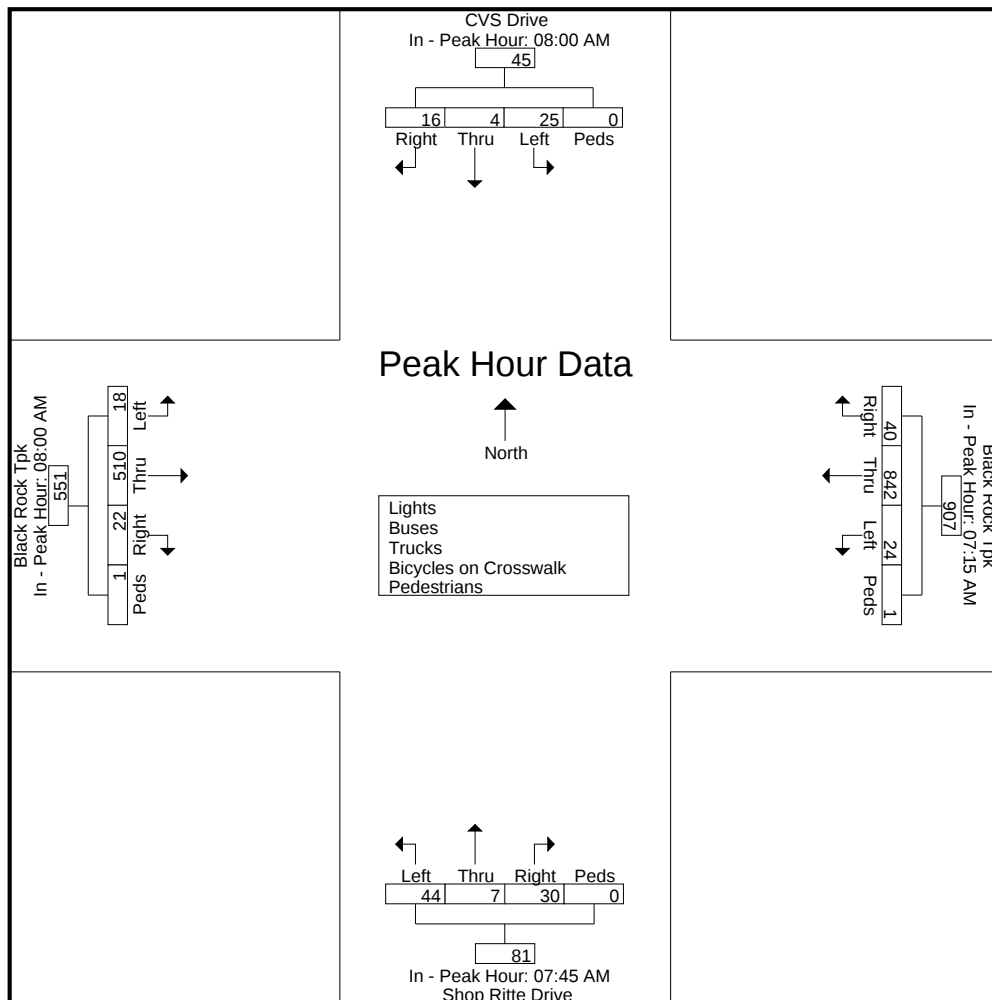
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15792
 Site Code : 15792
 Start Date : 5/4/2017
 Page No : 3

	CVS Drive From North					Black Rock Tpk From East					Shop Ritte Drive From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:00 AM					07:15 AM					07:45 AM					08:00 AM					
+0 mins.	4	0	6	0	10	12	214	5	0	231	6	4	16	0	26	4	126	7	0	137	
+15 mins.	4	0	4	0	8	7	236	10	1	254	5	0	9	0	14	6	118	5	0	129	
+30 mins.	6	0	11	0	17	6	186	5	0	197	10	0	11	0	21	5	134	1	0	140	
+45 mins.	2	4	4	0	10	15	206	4	0	225	9	3	8	0	20	7	132	5	1	145	
Total Volume	16	4	25	0	45	40	842	24	1	907	30	7	44	0	81	22	510	18	1	551	
% App. Total	35.6	8.9	55.6	0		4.4	92.8	2.6	0.1		37	8.6	54.3	0		4	92.6	3.3	0.2		
PHF	.667	.250	.568	.000	.662	.667	.892	.600	.250	.893	.750	.438	.688	.000	.779	.786	.951	.643	.250	.950	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Shop Rite/CVS Dr
Fairfield, Connecticut

File Name : 15793
Site Code : 15793
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	CVS Drive From North					Black Rock Tpk From East					Party City Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	6	2	15	2	25	17	149	10	1	177	16	2	33	0	51	11	133	15	1	160	413
11:15 AM	13	5	9	3	30	20	128	14	0	162	26	2	28	0	56	9	120	15	4	148	396
11:30 AM	8	3	14	1	26	12	127	7	0	146	15	3	38	1	57	6	133	12	0	151	380
11:45 AM	7	1	10	0	18	19	151	17	0	187	22	1	34	2	59	5	132	15	4	156	420
Total	34	11	48	6	99	68	555	48	1	672	79	8	133	3	223	31	518	57	9	615	1609
12:00 PM	7	4	12	2	25	19	146	9	0	174	16	2	38	0	56	6	159	19	1	185	440
12:15 PM	9	2	8	3	22	15	140	16	0	171	18	3	39	0	60	8	142	22	1	173	426
12:30 PM	8	3	13	2	26	17	141	18	0	176	19	4	39	0	62	8	153	17	0	178	442
12:45 PM	7	3	18	1	29	14	152	14	0	180	24	2	38	0	64	8	185	10	0	203	476
Total	31	12	51	8	102	65	579	57	0	701	77	11	154	0	242	30	639	68	2	739	1784
Grand Total	65	23	99	14	201	133	1134	105	1	1373	156	19	287	3	465	61	1157	125	11	1354	3393
Apprch %	32.3	11.4	49.3	7		9.7	82.6	7.6	0.1		33.5	4.1	61.7	0.6		4.5	85.5	9.2	0.8		
Total %	1.9	0.7	2.9	0.4	5.9	3.9	33.4	3.1	0	40.5	4.6	0.6	8.5	0.1	13.7	1.8	34.1	3.7	0.3	39.9	
Lights	64	23	98	0	185	130	1092				99.4	100	100	0	99.1	100	96.5	99.2	0	96.1	96.4
% Lights	98.5	100	99	0	92	97.7	96.3	98.1	0	96.5	99.4	100	100	0	99.1	100	96.5	99.2	0	96.1	96.4
Buses	1	0	0	0	1	0	6	1	0	7	1	0	0	0	1	0	7	0	0	7	16
% Buses	1.5	0	0	0	0.5	0	0.5	1	0	0.5	0.6	0	0	0	0.2	0	0.6	0	0	0.5	0.5
Trucks	0	0	1	0	1	3	36	1	0	40	0	0	0	0	0	0	34	1	0	35	76
% Trucks	0	0	1	0	0.5	2.3	3.2	1	0	2.9	0	0	0	0	0	0	2.9	0.8	0	2.6	2.2
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	14	14	0	0	0	1	1	0	0	0	3	3	0	0	0	11	11	29
% Pedestrians	0	0	0	100	7	0	0	0	100	0.1	0	0	0	100	0.6	0	0	0	100	0.8	0.9

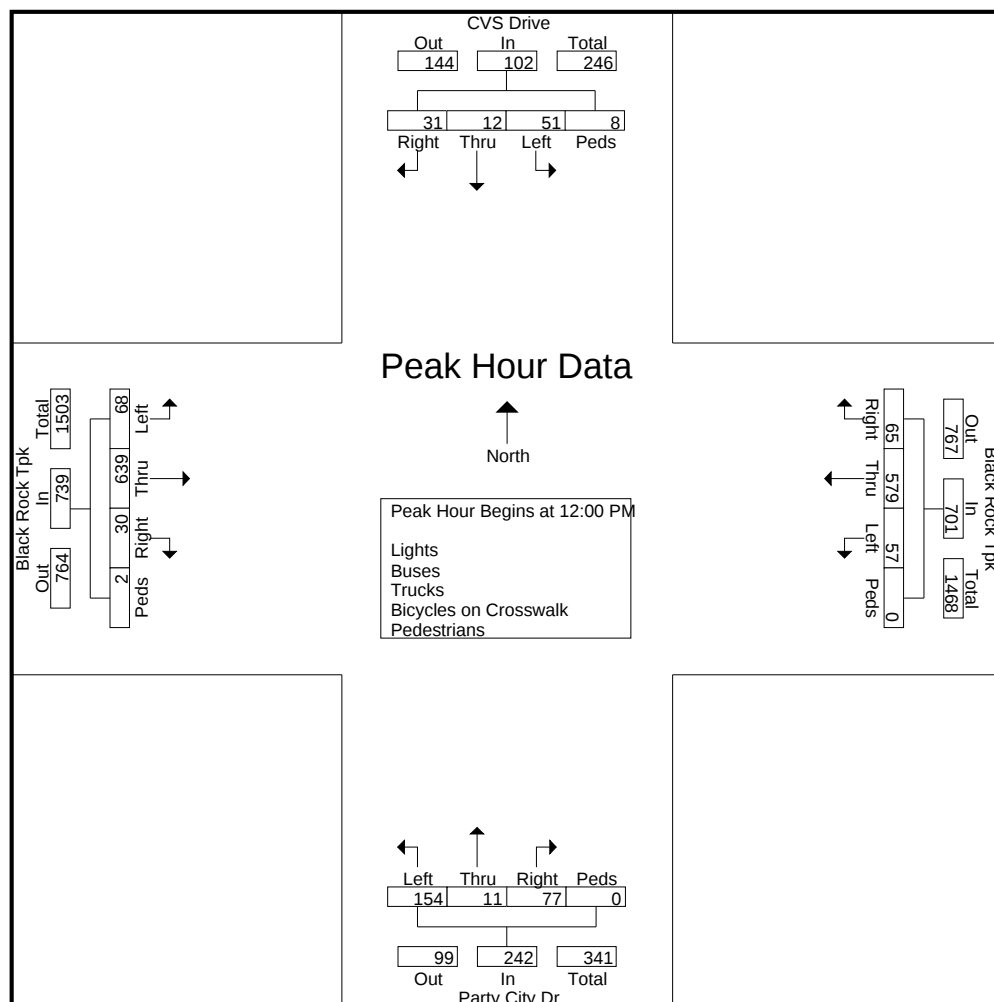
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15793
 Site Code : 15793
 Start Date : 5/4/2017
 Page No : 2

	CVS Drive From North					Black Rock Tpk From East					Party City Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	7	4	12	2	25	19	146	9	0	174	16	2	38	0	56	6	159	19	1	185	440
12:15 PM	9	2	8	3	22	15	140	16	0	171	18	3	39	0	60	8	142	22	1	173	426
12:30 PM	8	3	13	2	26	17	141	18	0	176	19	4	39	0	62	8	153	17	0	178	442
12:45 PM	7	3	18	1	29	14	152	14	0	180	24	2	38	0	64	8	185	10	0	203	476
Total Volume	31	12	51	8	102	65	579	57	0	701	77	11	154	0	242	30	639	68	2	739	1784
% App. Total	30.4	11.8	50	7.8		9.3	82.6	8.1	0		31.8	4.5	63.6	0		4.1	86.5	9.2	0.3		
PHF	.861	.750	.708	.667	.879	.855	.952	.792	.000	.974	.802	.688	.987	.000	.945	.938	.864	.773	.500	.910	.937



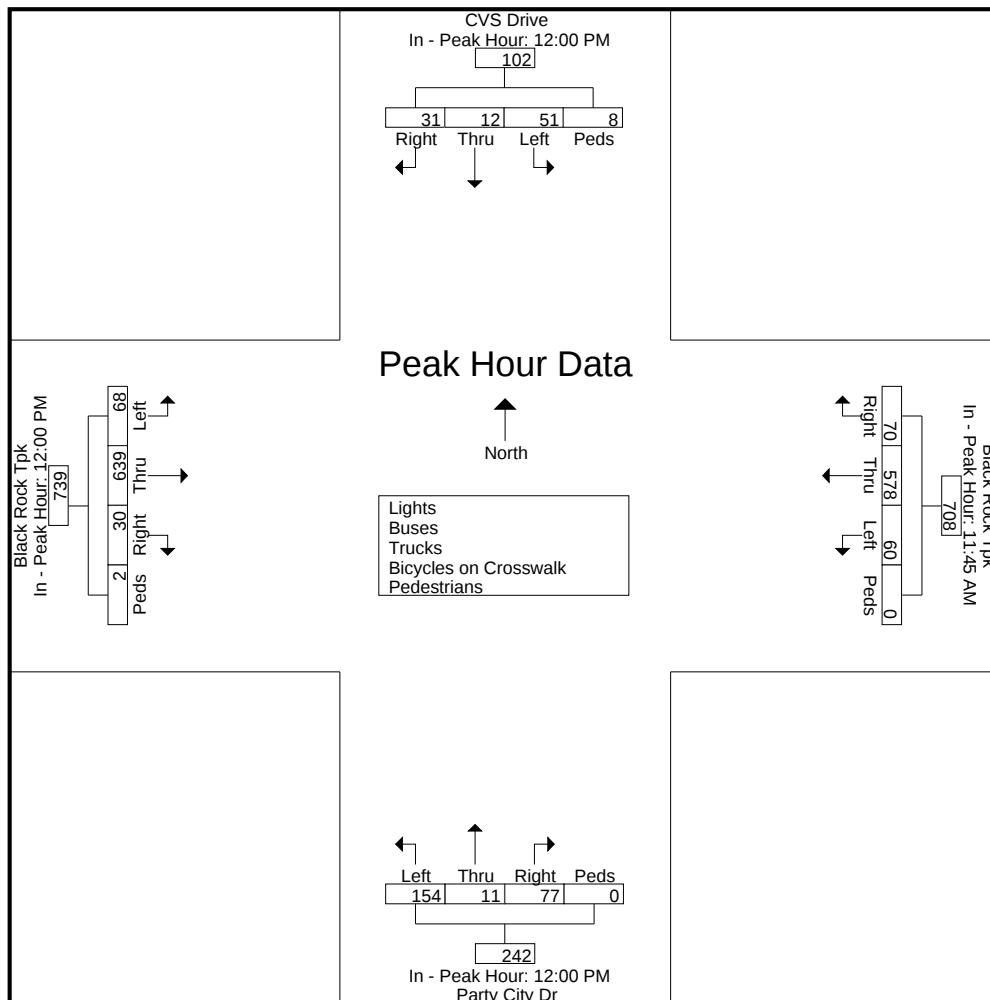
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15793
 Site Code : 15793
 Start Date : 5/4/2017
 Page No : 3

	CVS Drive From North					Black Rock Tpk From East					Party City Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:00 PM					11:45 AM					12:00 PM					12:00 PM					
+0 mins.	7	4	12	2	25	19	151	17	0	187	16	2	38	0	56	6	159	19	1	185	
+15 mins.	9	2	8	3	22	19	146	9	0	174	18	3	39	0	60	8	142	22	1	173	
+30 mins.	8	3	13	2	26	15	140	16	0	171	19	4	39	0	62	8	153	17	0	178	
+45 mins.	7	3	18	1	29	17	141	18	0	176	24	2	38	0	64	8	185	10	0	203	
Total Volume	31	12	51	8	102	70	578	60	0	708	77	11	154	0	242	30	639	68	2	739	
% App. Total	30.4	11.8	50	7.8		9.9	81.6	8.5	0		31.8	4.5	63.6	0		4.1	86.5	9.2	0.3		
PHF	.861	.750	.708	.667	.879	.921	.957	.833	.000	.947	.802	.688	.987	.000	.945	.938	.864	.773	.500	.910	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Shop Rite Dr/CVS Dr
Fairfield, Connecticut

File Name : 15794
Site Code : 15794
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	CVS Drive From North					Black Rock Tpk From East					Shop Rite Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	8	4	19	2	33	22	159	17	0	198	29	6	34	1	70	8	176	16	3	203	504
04:15 PM	6	5	20	0	31	17	116	13	0	146	20	5	34	0	59	11	213	10	0	234	470
04:30 PM	10	5	17	2	34	19	142	10	0	171	31	8	41	0	80	13	188	14	5	220	505
04:45 PM	9	2	11	0	22	16	128	15	0	159	26	2	40	1	69	11	202	9	1	223	473
Total	33	16	67	4	120	74	545	55	0	674	106	21	149	2	278	43	779	49	9	880	1952
05:00 PM	7	1	7	5	20	18	171	20	0	209	32	5	47	0	84	4	192	12	4	212	525
05:15 PM	9	0	10	0	19	10	149	18	0	177	25	1	37	0	63	6	222	21	0	249	508
05:30 PM	2	1	17	1	21	18	177	19	0	214	23	2	41	0	66	6	212	18	1	237	538
05:45 PM	11	3	11	0	25	13	143	16	0	172	29	3	38	0	70	5	200	19	3	227	494
Total	29	5	45	6	85	59	640	73	0	772	109	11	163	0	283	21	826	70	8	925	2065
Grand Total	62	21	112	10	205	133	1185	128	0	1446	215	32	312	2	561	64	1605	119	17	1805	4017
Apprch %	30.2	10.2	54.6	4.9		9.2	82	8.9	0		38.3	5.7	55.6	0.4		3.5	88.9	6.6	0.9		
Total %	1.5	0.5	2.8	0.2	5.1	3.3	29.5	3.2	0	36	5.4	0.8	7.8	0	14	1.6	40	3	0.4	44.9	
Lights	62	21	111	0	194	132	1170										1576				
% Lights	100	100	99.1	0	94.6	99.2	98.7	100	0	98.9	100	100	99	0	99.1	96.9	98.2	99.2	0	97.3	98
Buses	0	0	1	0	1	0	6	0	0	6	0	0	1	0	1	0	5	0	0	5	13
% Buses	0	0	0.9	0	0.5	0	0.5	0	0	0.4	0	0	0.3	0	0.2	0	0.3	0	0	0.3	0.3
Trucks	0	0	0	0	0	1	9	0	0	10	0	0	2	0	2	2	24	1	0	27	39
% Trucks	0	0	0	0	0	0.8	0.8	0	0	0.7	0	0	0.6	0	0.4	3.1	1.5	0.8	0	1.5	1
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0.2	0	0	0	5.9	0.1	0
Pedestrians	0	0	0	10	10	0	0	0	0	0	0	0	0	1	1	0	0	0	16	16	27
% Pedestrians	0	0	0	100	4.9	0	0	0	0	0	0	0	0	50	0.2	0	0	0	94.1	0.9	0.7

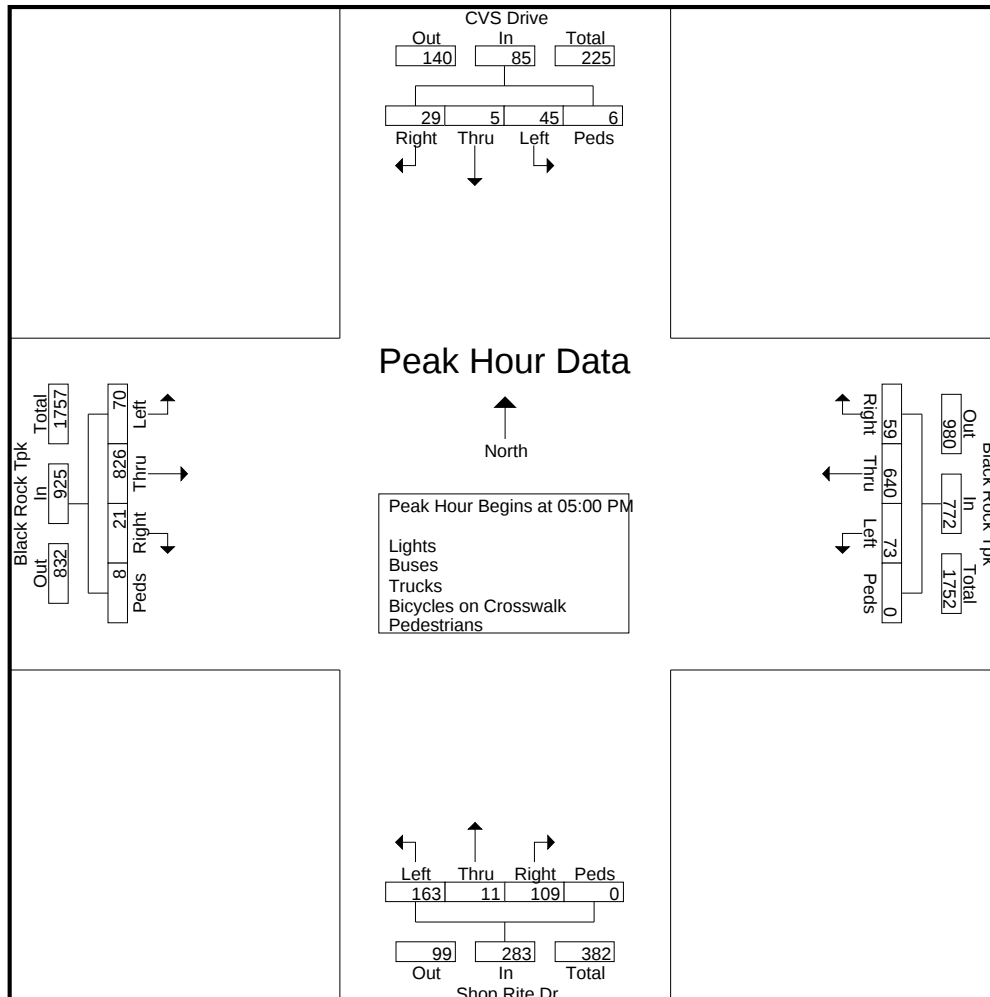
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15794
 Site Code : 15794
 Start Date : 5/4/2017
 Page No : 2

	CVS Drive From North					Black Rock Tpk From East					Shop Rite Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	7	1	7	5	20	18	171	20	0	209	32	5	47	0	84	4	192	12	4	212	525
05:15 PM	9	0	10	0	19	10	149	18	0	177	25	1	37	0	63	6	222	21	0	249	508
05:30 PM	2	1	17	1	21	18	177	19	0	214	23	2	41	0	66	6	212	18	1	237	538
05:45 PM	11	3	11	0	25	13	143	16	0	172	29	3	38	0	70	5	200	19	3	227	494
Total Volume	29	5	45	6	85	59	640	73	0	772	109	11	163	0	283	21	826	70	8	925	2065
% App. Total	34.1	5.9	52.9	7.1		7.6	82.9	9.5	0		38.5	3.9	57.6	0		2.3	89.3	7.6	0.9		
PHF	.659	.417	.662	.300	.850	.819	.904	.913	.000	.902	.852	.550	.867	.000	.842	.875	.930	.833	.500	.929	.960



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

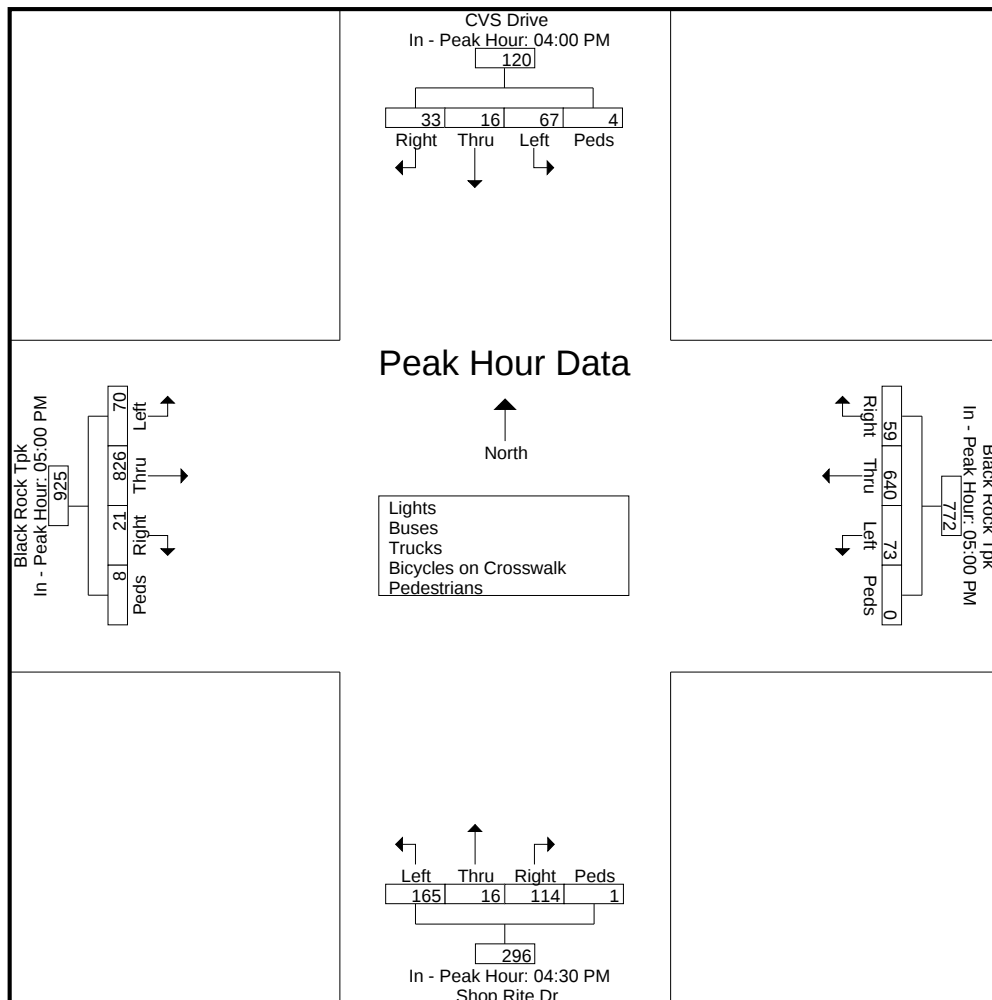
File Name : 15794
 Site Code : 15794
 Start Date : 5/4/2017
 Page No : 3

	CVS Drive From North					Black Rock Tpk From East					Shop Rite Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					05:00 PM					04:30 PM					05:00 PM				
+0 mins.	8	4	19	2	33	18	171	20	0	209	31	8	41	0	80	4	192	12	4	212
+15 mins.	6	5	20	0	31	10	149	18	0	177	26	2	40	1	69	6	222	21	0	249
+30 mins.	10	5	17	2	34	18	177	19	0	214	32	5	47	0	84	6	212	18	1	237
+45 mins.	9	2	11	0	22	13	143	16	0	172	25	1	37	0	63	5	200	19	3	227
Total Volume	33	16	67	4	120	59	640	73	0	772	114	16	165	1	296	21	826	70	8	925
% App. Total	27.5	13.3	55.8	3.3		7.6	82.9	9.5	0		38.5	5.4	55.7	0.3		2.3	89.3	7.6	0.9	
PHF	.825	.800	.838	.500	.882	.819	.904	.913	.000	.902	.891	.500	.878	.250	.881	.875	.930	.833	.500	.929



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Shop Rite Dr/CVS Dr
Fairfield, Connecticut

File Name : 15795
Site Code : 15795
Start Date : 5/6/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	CVS Drive From North					Black Rock Tpk From East					Shop Rite Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	12	5	13	1	31	19	181	18	0	218	24	7	46	0	77	14	183	25	1	223	549
11:15 AM	12	6	15	3	36	32	185	17	0	234	36	6	41	2	85	8	183	26	1	218	573
11:30 AM	9	7	22	2	40	30	175	17	0	222	30	3	38	2	73	12	179	18	4	213	548
11:45 AM	8	3	30	7	48	12	183	23	0	218	37	6	44	1	88	17	189	24	2	232	586
Total	41	21	80	13	155	93	724	75	0	892	127	22	169	5	323	51	734	93	8	886	2256
12:00 PM	10	3	7	1	21	16	170	19	0	205	24	7	38	0	69	8	200	21	4	233	528
12:15 PM	13	3	11	1	28	19	177	25	0	221	27	8	51	0	86	15	185	17	1	218	553
12:30 PM	13	6	11	1	31	27	161	17	0	205	36	4	35	0	75	9	180	11	2	202	513
12:45 PM	15	4	21	3	43	16	160	19	0	195	32	3	38	0	73	10	182	20	3	215	526
Total	51	16	50	6	123	78	668	80	0	826	119	22	162	0	303	42	747	69	10	868	2120
Grand Total	92	37	130	19	278	171	1392	155	0	1718	246	44	331	5	626	93	1481	162	18	1754	4376
Apprch %	33.1	13.3	46.8	6.8		10	81	9	0		39.3	7	52.9	0.8		5.3	84.4	9.2	1		
Total %	2.1	0.8	3	0.4	6.4	3.9	31.8	3.5	0	39.3	5.6	1	7.6	0.1	14.3	2.1	33.8	3.7	0.4	40.1	
Lights	92	36	130	0	258	170	1379										1464				
% Lights	100	97.3	100	0	92.8	99.4	99.1	100	0	99.2	100	100	100	0	99.2	100	98.9	99.4	0	97.9	98.3
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
% Buses	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0.1
Trucks	0	1	0	0	1	1	11	0	0	12	0	0	0	0	0	0	16	1	0	17	30
% Trucks	0	2.7	0	0	0.4	0.6	0.8	0	0	0.7	0	0	0	0	0	0	1.1	0.6	0	1	0.7
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	15.8	1.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Pedestrians																					
% Pedestrians	0	0	0	84.2	5.8	0	0	0	0	0	0	0	0	100	0.8	0	0	0	100	1	0.9

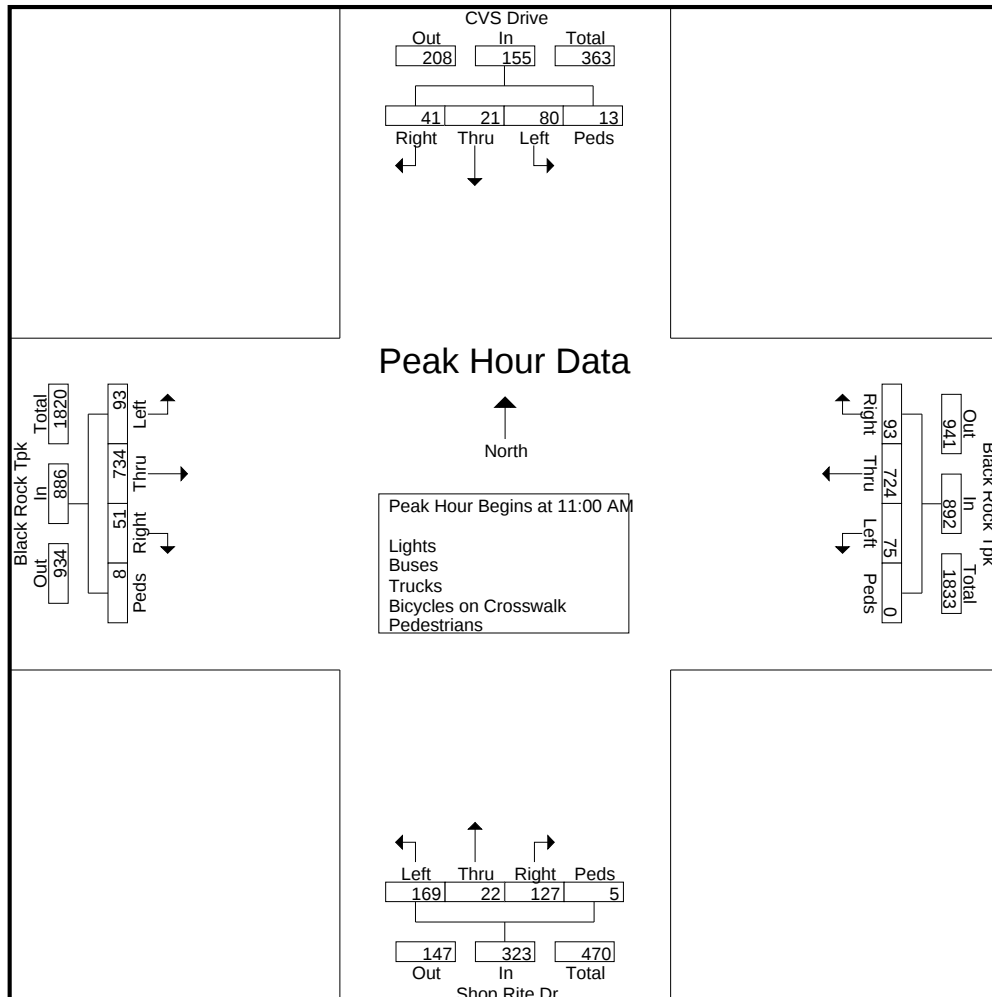
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15795
 Site Code : 15795
 Start Date : 5/6/2017
 Page No : 2

	CVS Drive From North					Black Rock Tpk From East					Shop Rite Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	12	5	13	1	31	19	181	18	0	218	24	7	46	0	77	14	183	25	1	223	549
11:15 AM	12	6	15	3	36	32	185	17	0	234	36	6	41	2	85	8	183	26	1	218	573
11:30 AM	9	7	22	2	40	30	175	17	0	222	30	3	38	2	73	12	179	18	4	213	548
11:45 AM	8	3	30	7	48	12	183	23	0	218	37	6	44	1	88	17	189	24	2	232	586
Total Volume	41	21	80	13	155	93	724	75	0	892	127	22	169	5	323	51	734	93	8	886	2256
% App. Total	26.5	13.5	51.6	8.4		10.4	81.2	8.4	0		39.3	6.8	52.3	1.5		5.8	82.8	10.5	0.9		
PHF	.854	.750	.667	.464	.807	.727	.978	.815	.000	.953	.858	.786	.918	.625	.918	.750	.971	.894	.500	.955	.962



Connecticut Counts LLC

Kensington, Connecticut 06037
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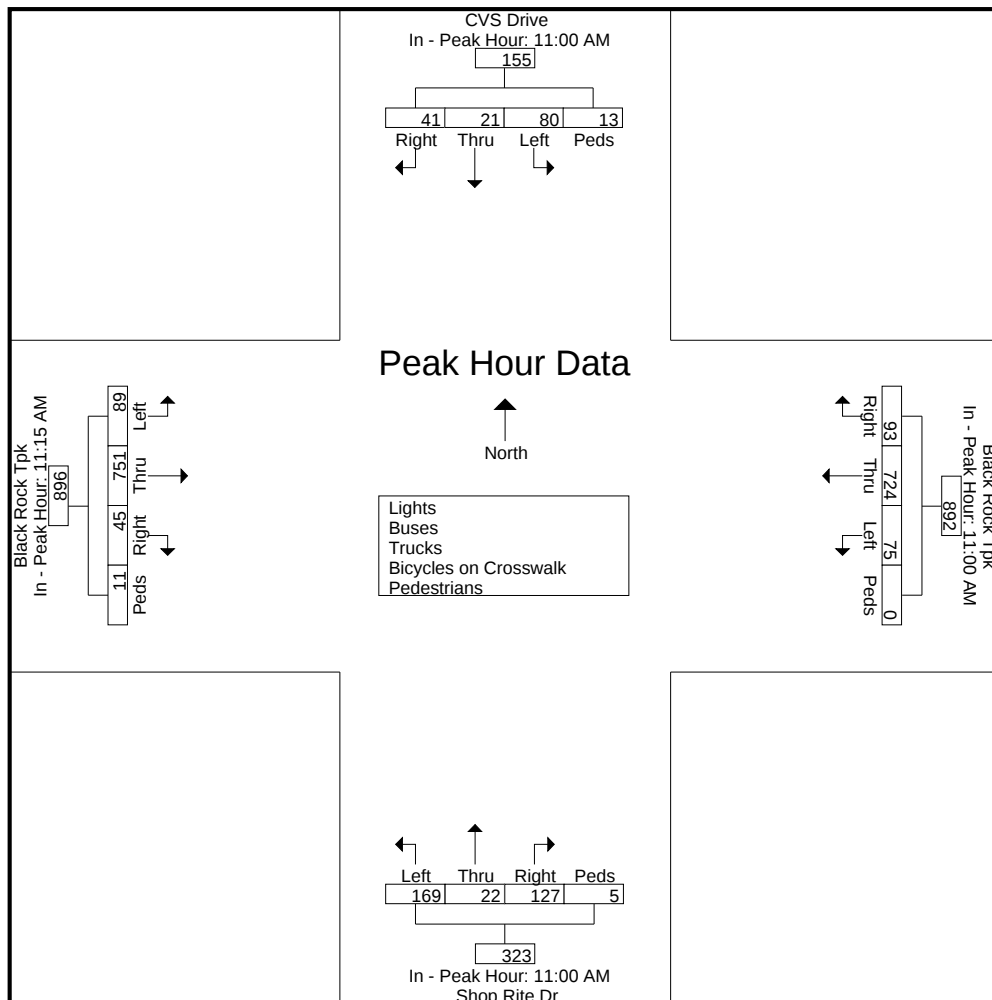
File Name : 15795
Site Code : 15795
Start Date : 5/6/2017
Page No : 3

	CVS Drive From North					Black Rock Tpk From East					Shop Rite Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00 AM					11:00 AM					11:00 AM					11:15 AM				
+0 mins.	12	5	13	1	31	19	181	18	0	218	24	7	46	0	77	8	183	26	1	218
+15 mins.	12	6	15	3	36	32	185	17	0	234	36	6	41	2	85	12	179	18	4	213
+30 mins.	9	7	22	2	40	30	175	17	0	222	30	3	38	2	73	17	189	24	2	232
+45 mins.	8	3	30	7	48	12	183	23	0	218	37	6	44	1	88	8	200	21	4	233
Total Volume	41	21	80	13	155	93	724	75	0	892	127	22	169	5	323	45	751	89	11	896
% App. Total	26.5	13.5	51.6	8.4		10.4	81.2	8.4	0		39.3	6.8	52.3	1.5		5	83.8	9.9	1.2	
PHF	.854	.750	.667	.464	.807	.727	.978	.815	.000	.953	.858	.786	.918	.625	.918	.662	.939	.856	.688	.961



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Stillson Rd
Fairfield, Connecticut

File Name : 15796
Site Code : 15796
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

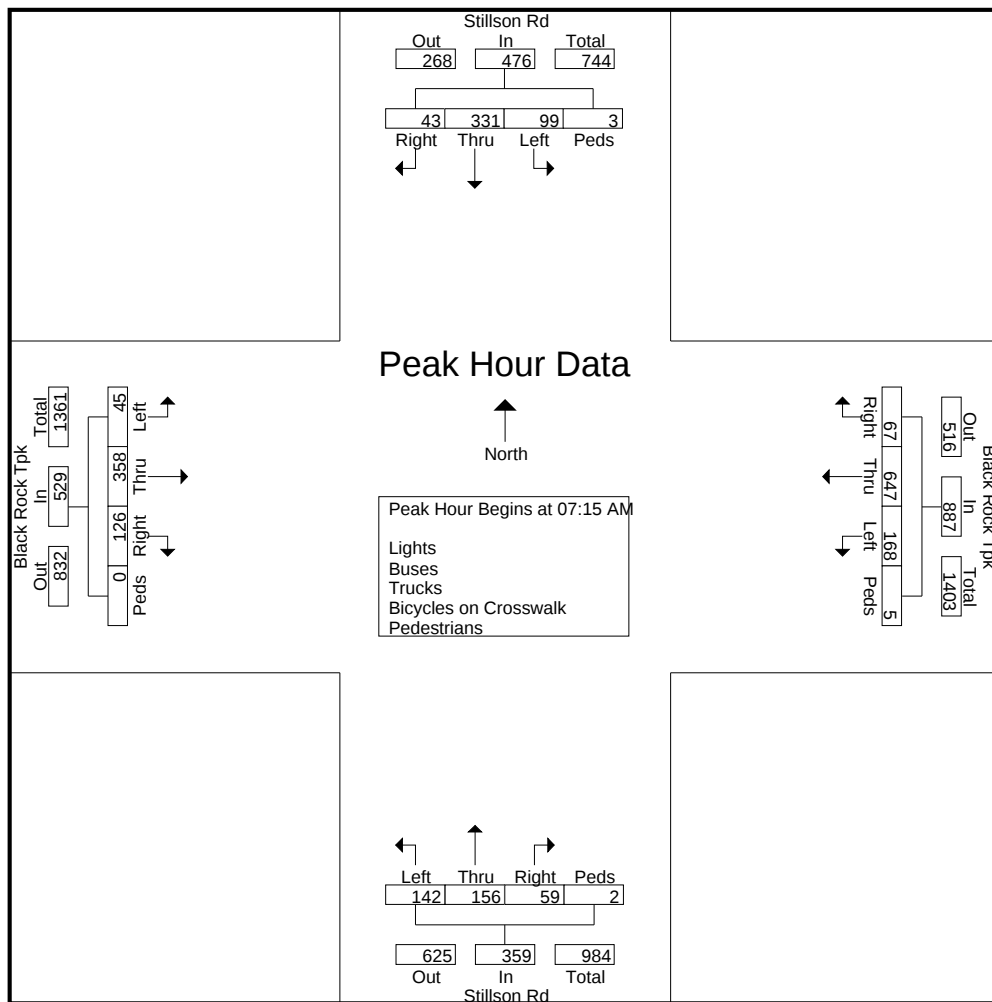
	Stillson Rd From North					Black Rock Tpk From East					Stillson Rd From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	7	65	22	0	94	5	151	37	1	194	12	17	20	0	49	18	93	7	0	118	455
07:15 AM	5	77	21	1	104	11	176	34	1	222	13	27	34	0	74	21	115	13	0	149	549
07:30 AM	11	87	22	2	122	19	185	53	1	258	12	25	26	0	63	33	68	12	0	113	556
07:45 AM	14	78	11	0	103	15	147	33	1	196	11	54	39	0	104	37	73	7	0	117	520
Total	37	307	76	3	423	50	659	157	4	870	48	123	119	0	290	109	349	39	0	497	2080
08:00 AM	13	89	45	0	147	22	139	48	2	211	23	50	43	2	118	35	102	13	0	150	626
08:15 AM	7	70	23	0	100	21	142	40	2	205	11	42	34	0	87	33	104	12	1	150	542
08:30 AM	6	65	21	0	92	15	113	27	1	156	21	29	29	0	79	38	120	12	0	170	497
08:45 AM	6	63	29	0	98	22	115	21	1	159	32	38	37	0	107	35	120	15	1	171	535
Total	32	287	118	0	437	80	509	136	6	731	87	159	143	2	391	141	446	52	2	641	2200
Grand Total	69	594	194	3	860	130	1168	293	10	1601	135	282	262	2	681	250	795	91	2	1138	4280
Apprch %	8	69.1	22.6	0.3		8.1	73	18.3	0.6		19.8	41.4	38.5	0.3		22	69.9	8	0.2		
Total %	1.6	13.9	4.5	0.1	20.1	3	27.3	6.8	0.2	37.4	3.2	6.6	6.1	0	15.9	5.8	18.6	2.1	0	26.6	
Lights	66	568	187	0	821	125	1109														
% Lights	95.7	95.6	96.4	0	95.5	96.2	94.9	97.3	0	94.9	97.8	91.1	97.7	0	94.7	98.8	97.1	98.9	0	97.5	95.7
Buses	1	18	4	0	23	1	12	2	0	15	2	19	4	0	25	0	6	1	0	7	70
% Buses	1.4	3	2.1	0	2.7	0.8	1	0.7	0	0.9	1.5	6.7	1.5	0	3.7	0	0.8	1.1	0	0.6	1.6
Trucks	2	8	3	0	13	4	47	6	0	57	1	6	2	0	9	3	17	0	0	20	99
% Trucks	2.9	1.3	1.5	0	1.5	3.1	4	2	0	3.6	0.7	2.1	0.8	0	1.3	1.2	2.1	0	0	1.8	2.3
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	3	3	0	0	0	10	10	0	0	0	2	2	0	0	0	2	2	17
% Pedestrians	0	0	0	100	0.3	0	0	0	100	0.6	0	0	0	100	0.3	0	0	0	100	0.2	0.4

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 15796
Site Code : 15796
Start Date : 5/4/2017
Page No : 2

	Stillson Rd From North					Black Rock Tpk From East					Stillson Rd From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	5	77	21	1	104	11	176	34	1	222	13	27	34	0	74	21	115	13	0	149	549
07:30 AM	11	87	22	2	122	19	185	53	1	258	12	25	26	0	63	33	68	12	0	113	556
07:45 AM	14	78	11	0	103	15	147	33	1	196	11	54	39	0	104	37	73	7	0	117	520
08:00 AM	13	89	45	0	147	22	139	48	2	211	23	50	43	2	118	35	102	13	0	150	626
Total Volume	43	331	99	3	476	67	647	168	5	887	59	156	142	2	359	126	358	45	0	529	2251
% App. Total	9	69.5	20.8	0.6		7.6	72.9	18.9	0.6		16.4	43.5	39.6	0.6		23.8	67.7	8.5	0		
PHF	.768	.930	.550	.375	.810	.761	.874	.792	.625	.859	.641	.722	.826	.250	.761	.851	.778	.865	.000	.882	.899



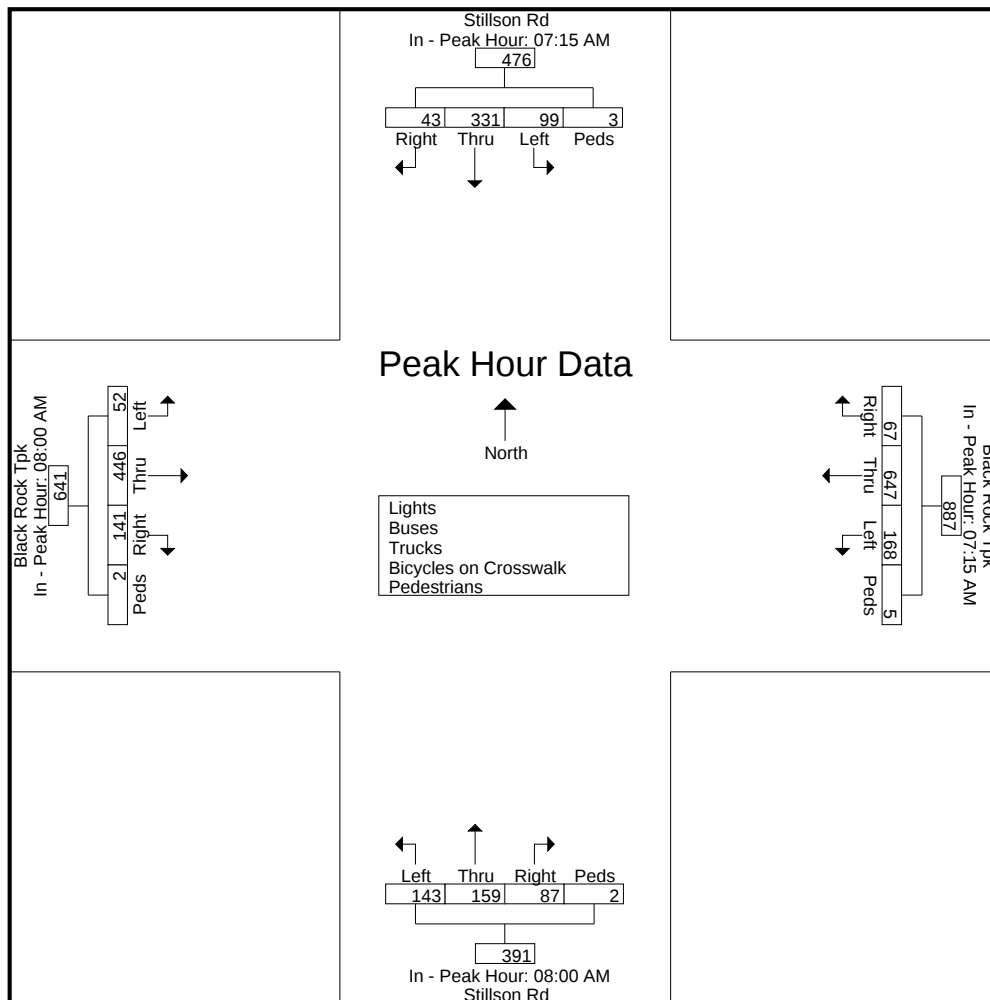
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15796
 Site Code : 15796
 Start Date : 5/4/2017
 Page No : 3

	Stillson Rd From North					Black Rock Tpk From East					Stillson Rd From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:15 AM					08:00 AM					08:00 AM					
+0 mins.	5	77	21	1	104	11	176	34	1	222	23	50	43	2	118	35	102	13	0	150	
+15 mins.	11	87	22	2	122	19	185	53	1	258	11	42	34	0	87	33	104	12	1	150	
+30 mins.	14	78	11	0	103	15	147	33	1	196	21	29	29	0	79	38	120	12	0	170	
+45 mins.	13	89	45	0	147	22	139	48	2	211	32	38	37	0	107	35	120	15	1	171	
Total Volume	43	331	99	3	476	67	647	168	5	887	87	159	143	2	391	141	446	52	2	641	
% App. Total	9	69.5	20.8	0.6		7.6	72.9	18.9	0.6		22.3	40.7	36.6	0.5		22	69.6	8.1	0.3		
PHF	.768	.930	.550	.375	.810	.761	.874	.792	.625	.859	.680	.795	.831	.250	.828	.928	.929	.867	.500	.937	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Stillson Road
Fairfield, Connecticut

File Name : 15797
Site Code : 15797
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Stillson Rd From North					Black Rock Tpk From East					Stillson Rd From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	12	43	45	1	101	39	151	20	1	211	19	43	44	0	106	37	132	13	0	182	600
11:15 AM	12	54	45	1	112	27	109	24	0	160	31	32	41	0	104	20	99	10	4	133	509
11:30 AM	7	49	35	0	91	30	128	31	0	189	30	37	51	0	118	44	124	10	0	178	576
11:45 AM	15	45	39	0	99	35	136	23	1	195	26	47	50	1	124	29	125	20	0	174	592
Total	46	191	164	2	403	131	524	98	2	755	106	159	186	1	452	130	480	53	4	667	2277
12:00 PM	15	49	42	1	107	23	138	24	0	185	38	39	47	2	126	52	122	22	2	198	616
12:15 PM	11	48	38	2	99	25	143	40	0	208	24	47	62	2	135	50	135	15	1	201	643
12:30 PM	13	45	47	0	105	29	140	26	1	196	30	46	49	1	126	37	123	15	0	175	602
12:45 PM	13	43	41	1	98	26	131	29	1	187	34	61	37	1	133	43	152	23	1	219	637
Total	52	185	168	4	409	103	552	119	2	776	126	193	195	6	520	182	532	75	4	793	2498
Grand Total	98	376	332	6	812	234	1076	217	4	1531	232	352	381	7	972	312	1012	128	8	1460	4775
Apprch %	12.1	46.3	40.9	0.7		15.3	70.3	14.2	0.3		23.9	36.2	39.2	0.7		21.4	69.3	8.8	0.5		
Total %	2.1	7.9	7	0.1	17	4.9	22.5	4.5	0.1	32.1	4.9	7.4	8	0.1	20.4	6.5	21.2	2.7	0.2	30.6	
Lights	98	361	321	0	780	228	1043				97.4	95.2	98.4	0	96.3	98.4	98.2	100	0	97.9	97
% Lights	100	96	96.7	0	96.1	97.4	96.9	99.1	0	97.1	97.4	95.2	98.4	0	96.3	98.4	98.2	100	0	97.9	97
Buses	0	5	2	0	7	2	2	2	0	6	1	4	0	0	5	0	2	0	0	2	20
% Buses	0	1.3	0.6	0	0.9	0.9	0.2	0.9	0	0.4	0.4	1.1	0	0	0.5	0	0.2	0	0	0.1	0.4
Trucks	0	10	9	0	19	4	31	0	0	35	5	13	6	0	24	5	16	0	0	21	99
% Trucks	0	2.7	2.7	0	2.3	1.7	2.9	0	0	2.3	2.2	3.7	1.6	0	2.5	1.6	1.6	0	0	1.4	2.1
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	6	6	0	0	0	4	4	0	0	0	7	7	0	0	0	8	8	25
% Pedestrians	0	0	0	100	0.7	0	0	0	100	0.3	0	0	0	100	0.7	0	0	0	100	0.5	0.5

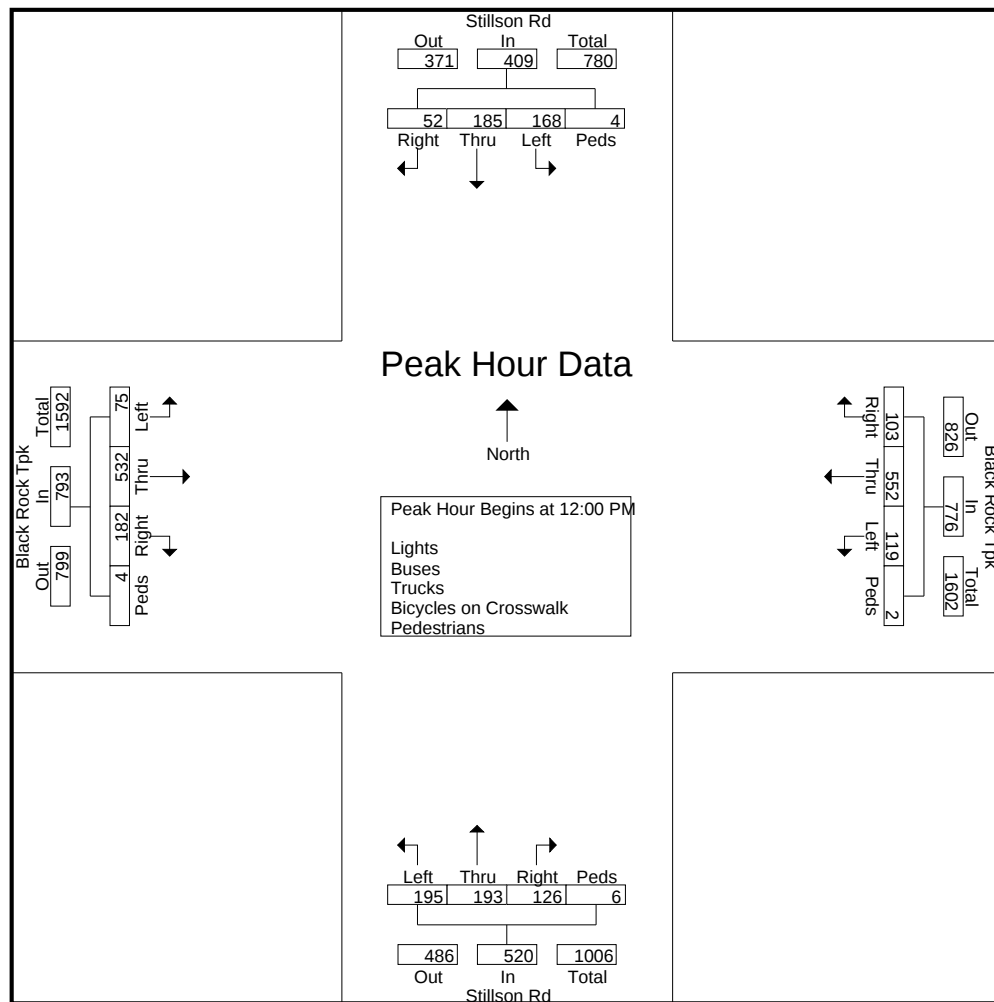
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15797
 Site Code : 15797
 Start Date : 5/4/2017
 Page No : 2

	Stillson Rd From North					Black Rock Tpk From East					Stillson Rd From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	15	49	42	1	107	23	138	24	0	185	38	39	47	2	126	52	122	22	2	198	616
12:15 PM	11	48	38	2	99	25	143	40	0	208	24	47	62	2	135	50	135	15	1	201	643
12:30 PM	13	45	47	0	105	29	140	26	1	196	30	46	49	1	126	37	123	15	0	175	602
12:45 PM	13	43	41	1	98	26	131	29	1	187	34	61	37	1	133	43	152	23	1	219	637
Total Volume	52	185	168	4	409	103	552	119	2	776	126	193	195	6	520	182	532	75	4	793	2498
% App. Total	12.7	45.2	41.1	1		13.3	71.1	15.3	0.3		24.2	37.1	37.5	1.2		23	67.1	9.5	0.5		
PHF	.867	.944	.894	.500	.956	.888	.965	.744	.500	.933	.829	.791	.786	.750	.963	.875	.875	.815	.500	.905	.971

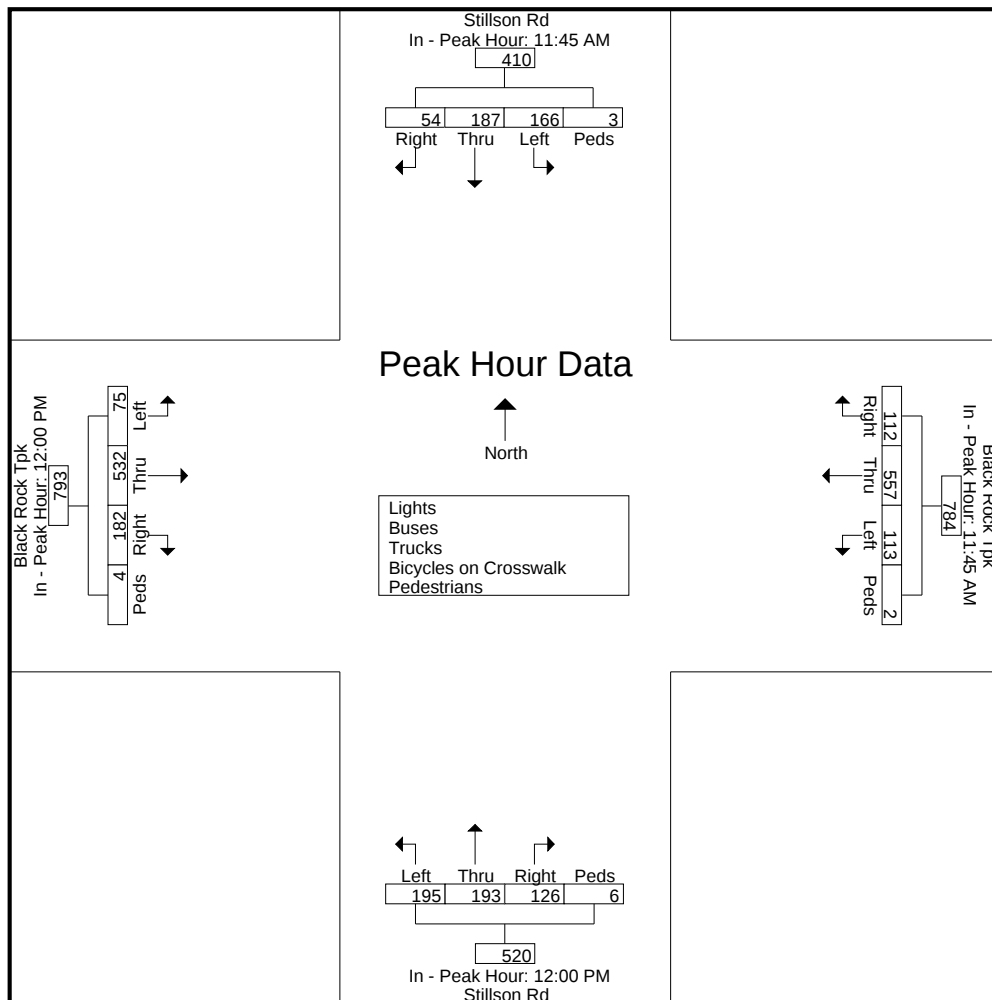


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 15797
Site Code : 15797
Start Date : 5/4/2017
Page No : 3

	Stillson Rd From North					Black Rock Tpk From East					Stillson Rd From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:45 AM					11:45 AM					12:00 PM					12:00 PM					
+0 mins.	15	45	39	0	99	35	136	23	1	195	38	39	47	2	126	52	122	22	2	198	
+15 mins.	15	49	42	1	107	23	138	24	0	185	24	47	62	2	135	50	135	15	1	201	
+30 mins.	11	48	38	2	99	25	143	40	0	208	30	46	49	1	126	37	123	15	0	175	
+45 mins.	13	45	47	0	105	29	140	26	1	196	34	61	37	1	133	43	152	23	1	219	
Total Volume	54	187	166	3	410	112	557	113	2	784	126	193	195	6	520	182	532	75	4	793	
% App. Total	13.2	45.6	40.5	0.7		14.3	71	14.4	0.3		24.2	37.1	37.5	1.2		23	67.1	9.5	0.5		
PHF	.900	.954	.883	.375	.958	.800	.974	.706	.500	.942	.829	.791	.786	.750	.963	.875	.875	.815	.500	.905	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Stillson Road
Fairfield, Connecticut

File Name : 15798
Site Code : 15798
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Stillson Rd From North					Black Rock Tpk From East					Stillson Rd From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	8	56	40	3	107	30	149	30	3	212	41	72	56	4	173	42	168	14	0	224	716
04:15 PM	12	59	44	1	116	24	123	25	12	184	28	64	56	2	150	45	183	28	2	258	708
04:30 PM	14	71	44	1	130	31	145	24	1	201	37	68	67	3	175	36	179	18	1	234	740
04:45 PM	12	66	37	0	115	34	135	38	0	207	29	77	44	2	152	38	202	24	0	264	738
Total	46	252	165	5	468	119	552	117	16	804	135	281	223	11	650	161	732	84	3	980	2902
05:00 PM	10	48	49	1	108	42	154	28	0	224	35	73	70	0	178	35	182	25	0	242	752
05:15 PM	10	63	42	0	115	31	144	44	0	219	43	66	48	1	158	39	181	22	1	243	735
05:30 PM	12	80	43	2	137	25	155	38	0	218	42	61	44	0	147	37	192	17	0	246	748
05:45 PM	10	64	44	0	118	26	137	30	1	194	47	63	57	1	168	37	192	21	0	250	730
Total	42	255	178	3	478	124	590	140	1	855	167	263	219	2	651	148	747	85	1	981	2965
Grand Total	88	507	343	8	946	243	1142	257	17	1659	302	544	442	13	1301	309	1479	169	4	1961	5867
Apprch %	9.3	53.6	36.3	0.8		14.6	68.8	15.5	1		23.2	41.8	34	1		15.8	75.4	8.6	0.2		
Total %	1.5	8.6	5.8	0.1	16.1	4.1	19.5	4.4	0.3	28.3	5.1	9.3	7.5	0.2	22.2	5.3	25.2	2.9	0.1	33.4	
Lights	87	498	338	0	923	242	1131										1462				
% Lights	98.9	98.2	98.5	0	97.6	99.6	99	98.4	0	98	98.7	98.7	99.5	0	98	98.7	98.9	98.8	0	98.6	98.1
Buses	0	4	4	0	8	0	4	2	0	6	1	2	0	0	3	3	0	0	0	3	20
% Buses	0	0.8	1.2	0	0.8	0	0.4	0.8	0	0.4	0.3	0.4	0	0	0.2	1	0	0	0	0.2	0.3
Trucks	1	5	1	0	7	1	7	2	0	10	3	5	2	0	10	1	17	2	0	20	47
% Trucks	1.1	1	0.3	0	0.7	0.4	0.6	0.8	0	0.6	1	0.9	0.5	0	0.8	0.3	1.1	1.2	0	1	0.8
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	11.8	0.1	0	0	0	0	0	0	0	0	0	0	0
Pedestrians																					
% Pedestrians	0	0	0	100	0.8	0	0	0	88.2	0.9	0	0	0	100	1	0	0	0	100	0.2	0.7

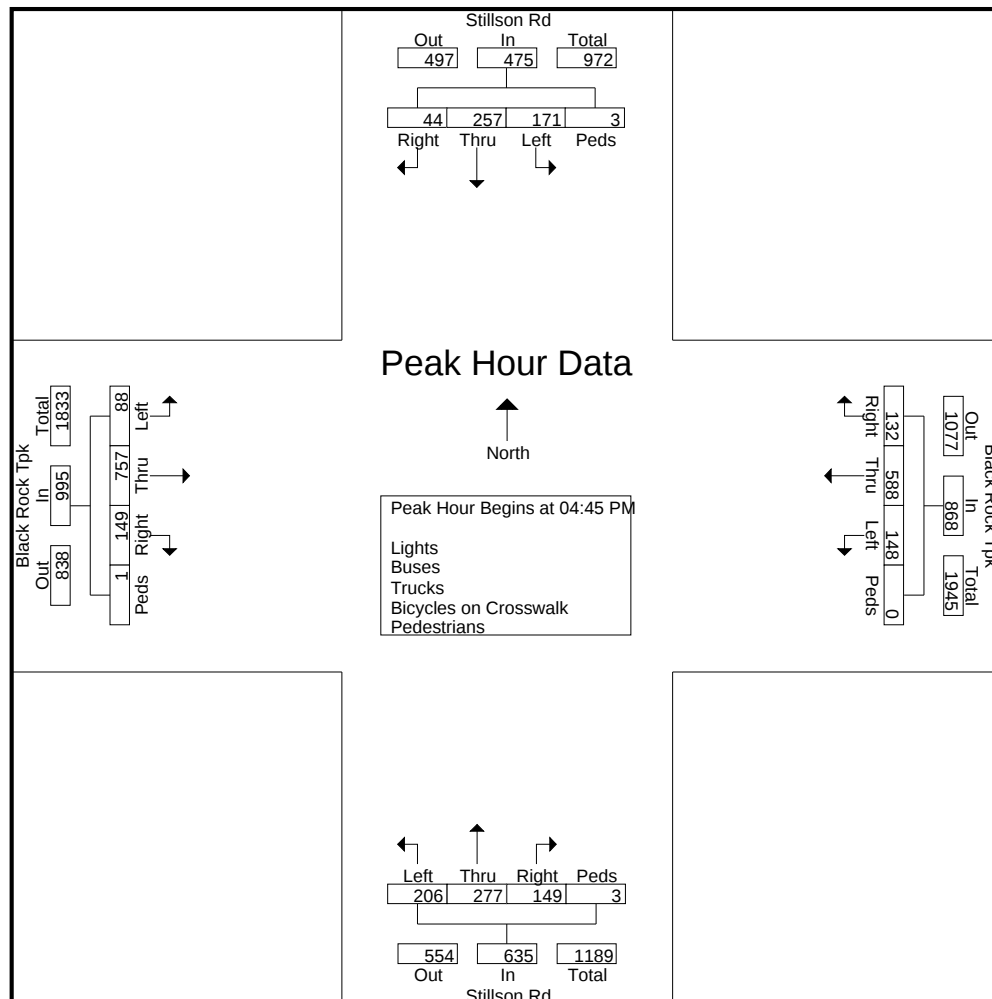
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15798
 Site Code : 15798
 Start Date : 5/4/2017
 Page No : 2

	Stillson Rd From North					Black Rock Tpk From East					Stillson Rd From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	12	66	37	0	115	34	135	38	0	207	29	77	44	2	152	38	202	24	0	264	738
05:00 PM	10	48	49	1	108	42	154	28	0	224	35	73	70	0	178	35	182	25	0	242	752
05:15 PM	10	63	42	0	115	31	144	44	0	219	43	66	48	1	158	39	181	22	1	243	735
05:30 PM	12	80	43	2	137	25	155	38	0	218	42	61	44	0	147	37	192	17	0	246	748
Total Volume	44	257	171	3	475	132	588	148	0	868	149	277	206	3	635	149	757	88	1	995	2973
% App. Total	9.3	54.1	36	0.6		15.2	67.7	17.1	0		23.5	43.6	32.4	0.5		15	76.1	8.8	0.1		
PHF	.917	.803	.872	.375	.867	.786	.948	.841	.000	.969	.866	.899	.736	.375	.892	.955	.937	.880	.250	.942	.988



Connecticut Counts LLC

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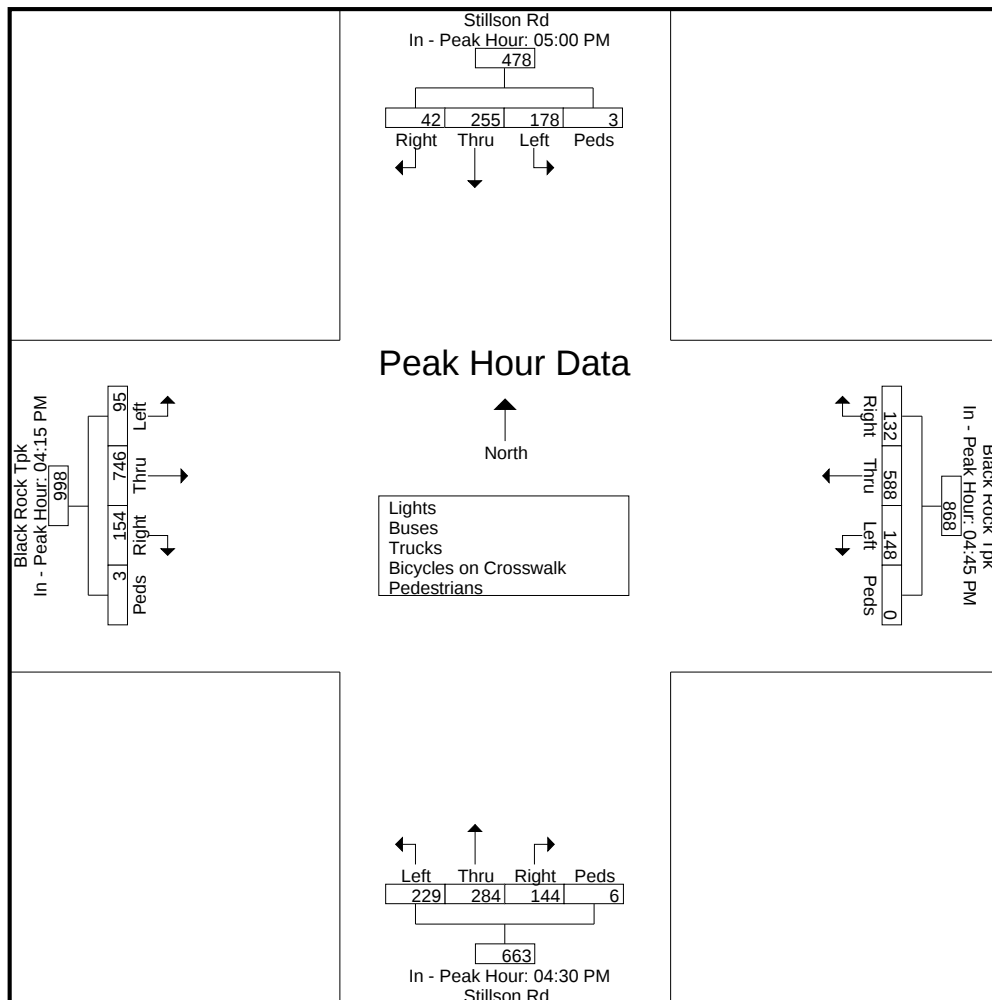
File Name : 15798
 Site Code : 15798
 Start Date : 5/4/2017
 Page No : 3

	Stillson Rd From North					Black Rock Tpk From East					Stillson Rd From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:45 PM					04:30 PM					04:15 PM				
+0 mins.	10	48	49	1	108	34	135	38	0	207	37	68	67	3	175	45	183	28	2	258
+15 mins.	10	63	42	0	115	42	154	28	0	224	29	77	44	2	152	36	179	18	1	234
+30 mins.	12	80	43	2	137	31	144	44	0	219	35	73	70	0	178	38	202	24	0	264
+45 mins.	10	64	44	0	118	25	155	38	0	218	43	66	48	1	158	35	182	25	0	242
Total Volume	42	255	178	3	478	132	588	148	0	868	144	284	229	6	663	154	746	95	3	998
% App. Total	8.8	53.3	37.2	0.6		15.2	67.7	17.1	0		21.7	42.8	34.5	0.9		15.4	74.7	9.5	0.3	
PHF	.875	.797	.908	.375	.872	.786	.948	.841	.000	.969	.837	.922	.818	.500	.931	.856	.923	.848	.375	.945



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Stillson Road
Fairfield, Connecticut

File Name : 15799
Site Code : 15799
Start Date : 5/6/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Stillson Rd From North					Black Rock Tpk From East					Stillson Rd From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	7	62	49	2	120	35	169	31	0	235	46	44	62	0	152	50	169	23	0	242	749
11:15 AM	20	79	56	1	156	36	157	34	0	227	44	46	63	3	156	31	169	15	2	217	756
11:30 AM	11	66	62	0	139	36	147	24	2	209	40	51	58	5	154	41	142	23	0	206	708
11:45 AM	15	53	54	2	124	39	177	36	1	253	30	45	41	3	119	57	180	19	2	258	754
Total	53	260	221	5	539	146	650	125	3	924	160	186	224	11	581	179	660	80	4	923	2967
12:00 PM	12	62	56	1	131	40	139	40	3	222	34	56	58	6	154	32	150	24	0	206	713
12:15 PM	14	45	66	0	125	37	194	26	6	263	34	40	57	1	132	61	158	13	1	233	753
12:30 PM	20	64	64	3	151	30	162	31	0	223	37	54	55	4	150	51	159	24	1	235	759
12:45 PM	18	59	57	1	135	26	159	27	0	212	48	37	66	2	153	39	167	22	2	230	730
Total	64	230	243	5	542	133	654	124	9	920	153	187	236	13	589	183	634	83	4	904	2955
Grand Total	117	490	464	10	1081	279	1304	249	12	1844	313	373	460	24	1170	362	1294	163	8	1827	5922
Apprch %	10.8	45.3	42.9	0.9		15.1	70.7	13.5	0.7		26.8	31.9	39.3	2.1		19.8	70.8	8.9	0.4		
Total %	2	8.3	7.8	0.2	18.3	4.7	22	4.2	0.2	31.1	5.3	6.3	7.8	0.4	19.8	6.1	21.9	2.8	0.1	30.9	
Lights	115	484	459	0	1058	277	1293										1286				
% Lights	98.3	98.8	98.9	0	97.9	99.3	99.2	99.6	0	98.6	99.7	99.2	98.9	0	97.2	100	99.4	100	0	99.1	98.3
Buses	0	1	1	0	2	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	5
% Buses	0	0.2	0.2	0	0.2	0	0.2	0	0	0.1	0	0.3	0	0	0.1	0	0	0	0	0	0.1
Trucks	2	5	4	0	11	2	9	1	0	12	1	2	5	0	8	0	8	0	0	8	39
% Trucks	1.7	1	0.9	0	1	0.7	0.7	0.4	0	0.7	0.3	0.5	1.1	0	0.7	0	0.6	0	0	0.4	0.7
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	10	10	0	0	0	12	12	0	0	0	24	24	0	0	0	8	8	54
% Pedestrians	0	0	0	100	0.9	0	0	0	100	0.7	0	0	0	100	2.1	0	0	0	100	0.4	0.9

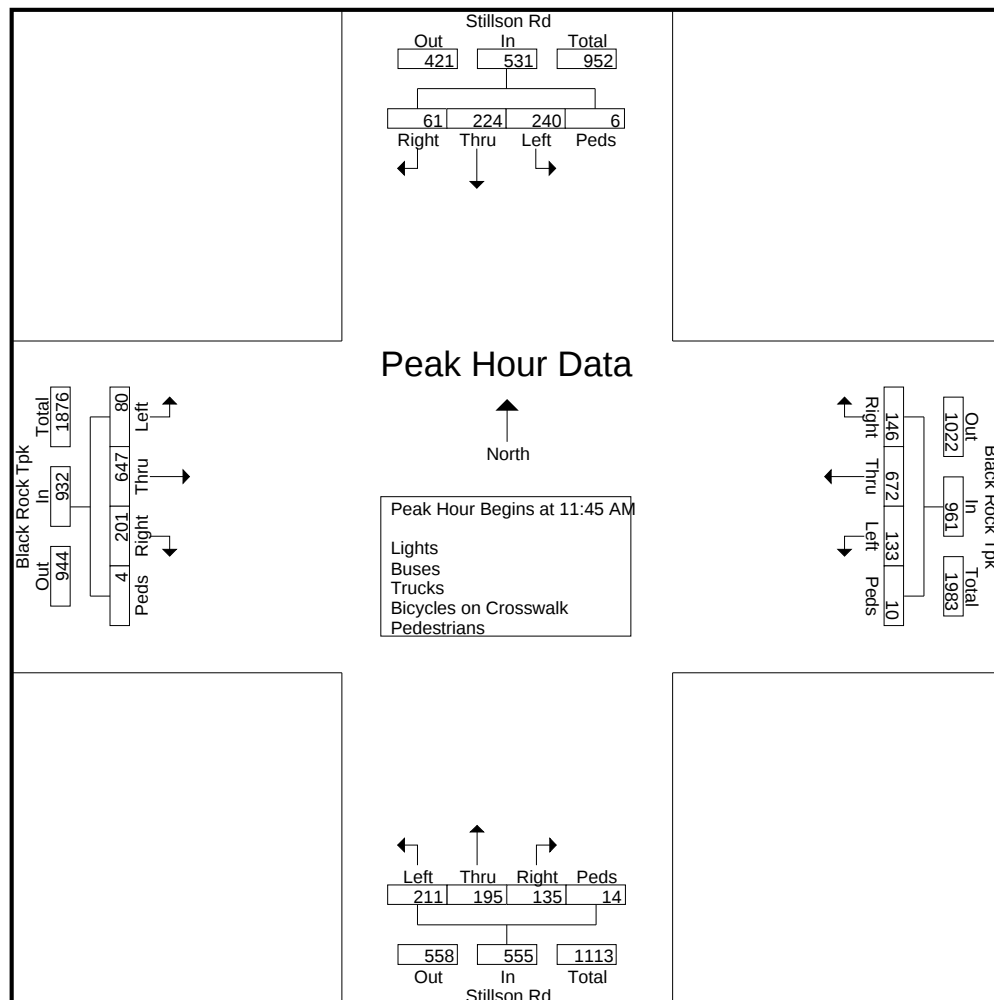
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15799
 Site Code : 15799
 Start Date : 5/6/2017
 Page No : 2

	Stillson Rd From North					Black Rock Tpk From East					Stillson Rd From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	15	53	54	2	124	39	177	36	1	253	30	45	41	3	119	57	180	19	2	258	754
12:00 PM	12	62	56	1	131	40	139	40	3	222	34	56	58	6	154	32	150	24	0	206	713
12:15 PM	14	45	66	0	125	37	194	26	6	263	34	40	57	1	132	61	158	13	1	233	753
12:30 PM	20	64	64	3	151	30	162	31	0	223	37	54	55	4	150	51	159	24	1	235	759
Total Volume	61	224	240	6	531	146	672	133	10	961	135	195	211	14	555	201	647	80	4	932	2979
% App. Total	11.5	42.2	45.2	1.1		15.2	69.9	13.8	1		24.3	35.1	38	2.5		21.6	69.4	8.6	0.4		
PHF	.763	.875	.909	.500	.879	.913	.866	.831	.417	.913	.912	.871	.909	.583	.901	.824	.899	.833	.500	.903	.981



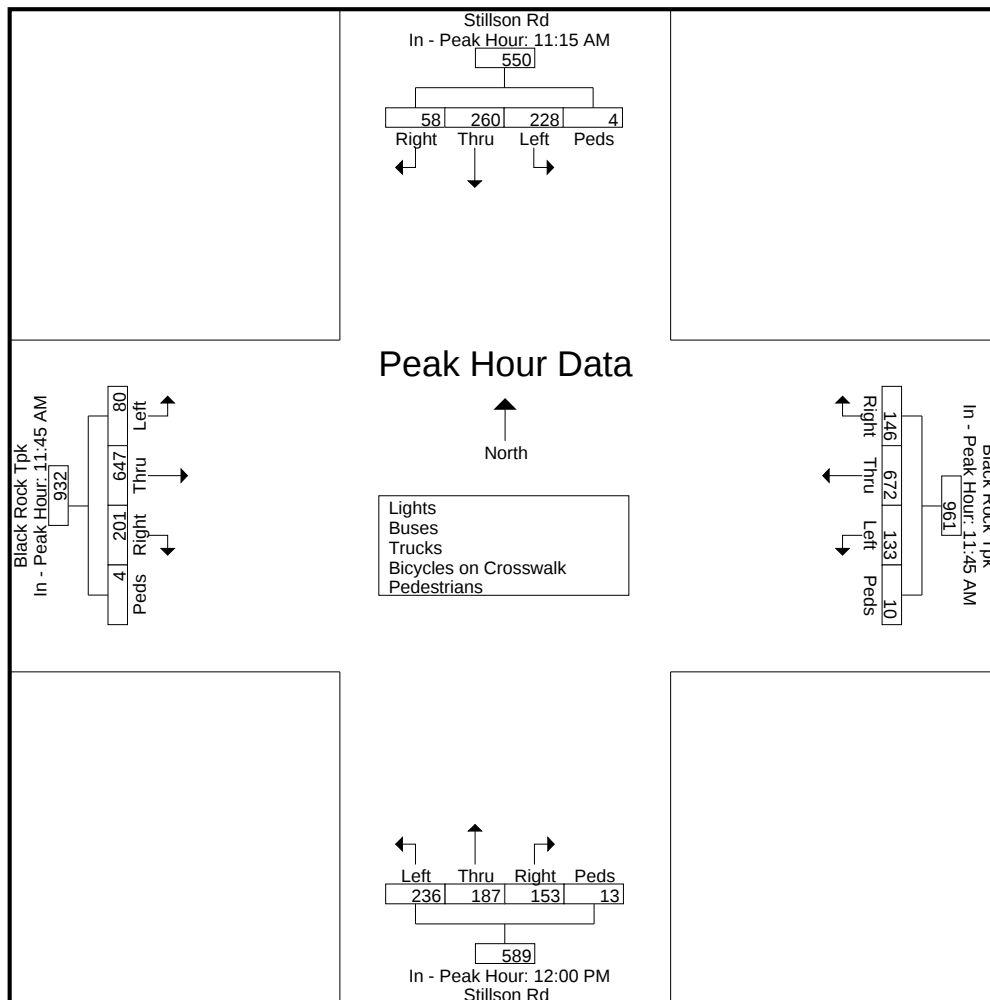
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15799
 Site Code : 15799
 Start Date : 5/6/2017
 Page No : 3

	Stillson Rd From North					Black Rock Tpk From East					Stillson Rd From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:15 AM					11:45 AM					12:00 PM					11:45 AM					
+0 mins.	20	79	56	1	156	39	177	36	1	253	34	56	58	6	154	57	180	19	2	258	
+15 mins.	11	66	62	0	139	40	139	40	3	222	34	40	57	1	132	32	150	24	0	206	
+30 mins.	15	53	54	2	124	37	194	26	6	263	37	54	55	4	150	61	158	13	1	233	
+45 mins.	12	62	56	1	131	30	162	31	0	223	48	37	66	2	153	51	159	24	1	235	
Total Volume	58	260	228	4	550	146	672	133	10	961	153	187	236	13	589	201	647	80	4	932	
% App. Total	10.5	47.3	41.5	0.7		15.2	69.9	13.8	1		26	31.7	40.1	2.2		21.6	69.4	8.6	0.4		
PHF	.725	.823	.919	.500	.881	.913	.866	.831	.417	.913	.797	.835	.894	.542	.956	.824	.899	.833	.500	.903	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Fairfield Woods Road
Fairfield, Connecticut

File Name : 15800
Site Code : 15800
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Fairfield Woods Rd From North					Black Rock Tpk From East					Plaza Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	78	0	11	0	89	3	165	1	0	169	0	0	0	0	0	0	113	12	0	125	383
07:15 AM	84	0	9	1	94	3	214	2	0	219	0	0	0	2	2	0	136	12	0	148	463
07:30 AM	95	0	8	0	103	5	181	1	1	188	0	0	1	1	2	0	105	19	0	124	417
07:45 AM	70	0	12	0	82	5	197	2	1	205	0	0	2	0	2	2	118	34	0	154	443
Total	327	0	40	1	368	16	757	6	2	781	0	0	3	3	6	2	472	77	0	551	1706
08:00 AM	72	0	18	0	90	11	147	3	1	162	1	0	2	1	4	1	144	14	0	159	415
08:15 AM	64	2	15	1	82	8	178	1	0	187	2	0	2	0	4	3	145	23	0	171	444
08:30 AM	57	1	10	0	68	4	135	1	0	140	2	0	1	0	3	3	152	11	0	166	377
08:45 AM	54	2	11	1	68	6	123	1	0	130	0	1	0	1	2	2	194	30	0	226	426
Total	247	5	54	2	308	29	583	6	1	619	5	1	5	2	13	9	635	78	0	722	1662
Grand Total	574	5	94	3	676	45	1340	12	3	1400	5	1	8	5	19	11	1107	155	0	1273	3368
Apprch %	84.9	0.7	13.9	0.4		3.2	95.7	0.9	0.2		26.3	5.3	42.1	26.3		0.9	87	12.2	0		
Total %	17	0.1	2.8	0.1	20.1	1.3	39.8	0.4	0.1	41.6	0.1	0	0.2	0.1	0.6	0.3	32.9	4.6	0	37.8	
Lights	562	5	92	0	659	40	1289										1081				
% Lights	97.9	100	97.9	0	97.5	88.9	96.2	75	0	95.6	100	100	62.5	0	57.9	100	97.7	92.9	0	97.1	96.3
Buses	3	0	1	0	4	5	10	3	0	18	0	0	3	0	3	0	7	4	0	11	36
% Buses	0.5	0	1.1	0	0.6	11.1	0.7	25	0	1.3	0	0	37.5	0	15.8	0	0.6	2.6	0	0.9	1.1
Trucks	9	0	1	0	10	0	41	0	0	41	0	0	0	0	0	0	19	7	0	26	77
% Trucks	1.6	0	1.1	0	1.5	0	3.1	0	0	2.9	0	0	0	0	0	0	1.7	4.5	0	2	2.3
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	3	3	0	0	0	3	3	0	0	0	5	5	0	0	0	0	0	11
% Pedestrians	0	0	0	100	0.4	0	0	0	100	0.2	0	0	0	100	26.3	0	0	0	0	0	0.3

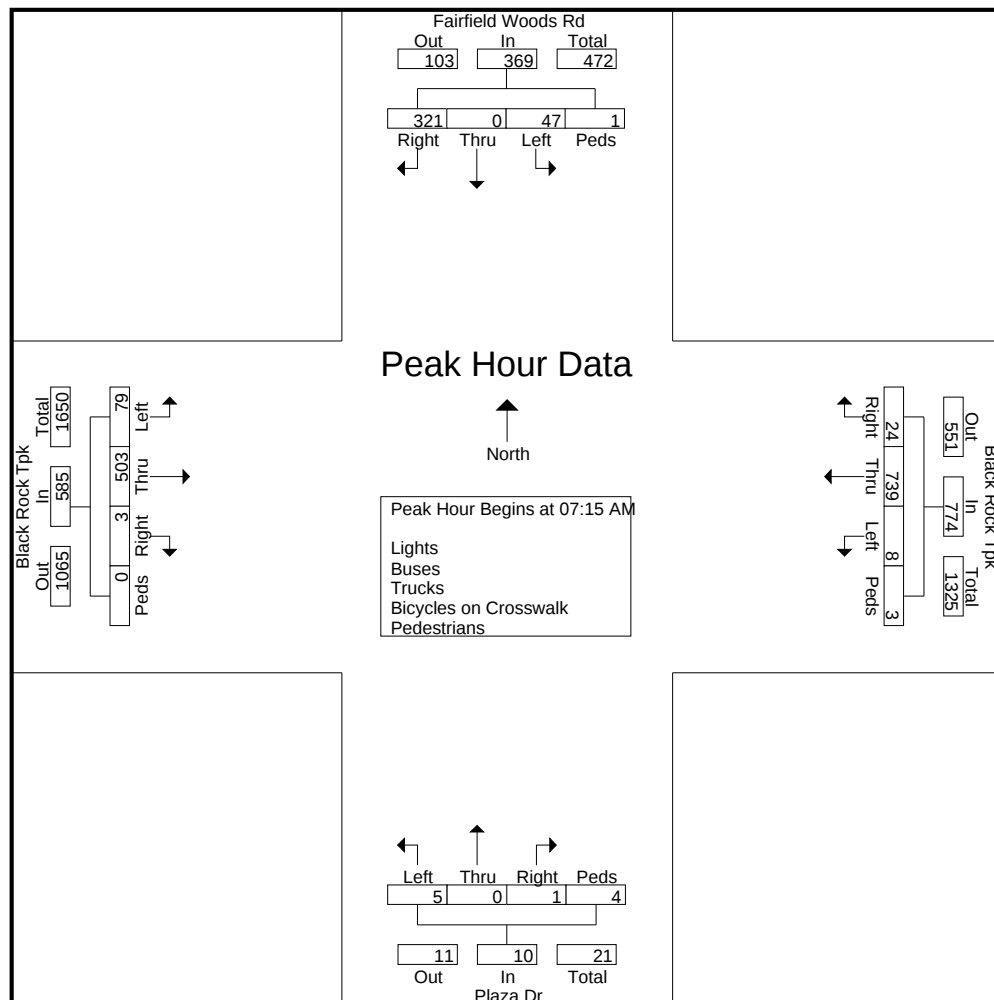
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15800
 Site Code : 15800
 Start Date : 5/4/2017
 Page No : 2

	Fairfield Woods Rd From North					Black Rock Tpk From East					Plaza Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	84	0	9	1	94	3	214	2	0	219	0	0	0	2	2	0	136	12	0	148	463
07:30 AM	95	0	8	0	103	5	181	1	1	188	0	0	1	1	2	0	105	19	0	124	417
07:45 AM	70	0	12	0	82	5	197	2	1	205	0	0	2	0	2	2	118	34	0	154	443
08:00 AM	72	0	18	0	90	11	147	3	1	162	1	0	2	1	4	1	144	14	0	159	415
Total Volume	321	0	47	1	369	24	739	8	3	774	1	0	5	4	10	3	503	79	0	585	1738
% App. Total	87	0	12.7	0.3		3.1	95.5	1	0.4		10	0	50	40		0.5	86	13.5	0		
PHF	.845	.000	.653	.250	.896	.545	.863	.667	.750	.884	.250	.000	.625	.500	.625	.375	.873	.581	.000	.920	.938



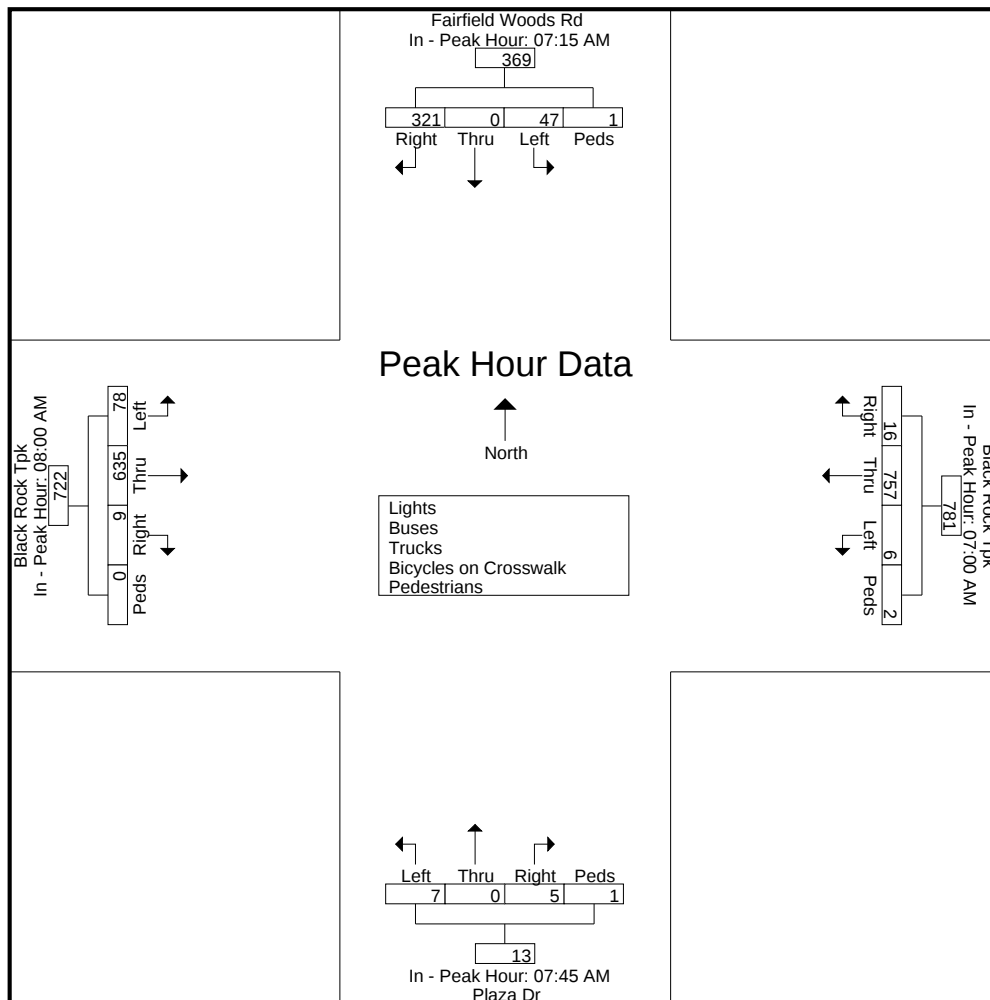
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15800
 Site Code : 15800
 Start Date : 5/4/2017
 Page No : 3

	Fairfield Woods Rd From North					Black Rock Tpk From East					Plaza Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:00 AM					07:45 AM					08:00 AM					
+0 mins.	84	0	9	1	94	3	165	1	0	169	0	0	2	0	2	1	144	14	0	159	
+15 mins.	95	0	8	0	103	3	214	2	0	219	1	0	2	1	4	3	145	23	0	171	
+30 mins.	70	0	12	0	82	5	181	1	1	188	2	0	2	0	4	3	152	11	0	166	
+45 mins.	72	0	18	0	90	5	197	2	1	205	2	0	1	0	3	2	194	30	0	226	
Total Volume	321	0	47	1	369	16	757	6	2	781	5	0	7	1	13	9	635	78	0	722	
% App. Total	87	0	12.7	0.3		2	96.9	0.8	0.3		38.5	0	53.8	7.7		1.2	88	10.8	0		
PHF	.845	.000	.653	.250	.896	.800	.884	.750	.500	.892	.625	.000	.875	.250	.813	.750	.818	.650	.000	.799	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Fairfield Woods Road
Fairfield, Connecticut

File Name : 15801
Site Code : 15801
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Fairfield Woods Rd From North					Black Rock Tpk From East					Plaza Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	25	2	15	2	44	12	160	1	0	173	10	2	3	0	15	6	132	19	2	159	391
11:15 AM	22	0	12	0	34	19	143	4	0	166	6	2	2	1	11	5	128	21	0	154	365
11:30 AM	30	1	13	0	44	10	146	4	0	160	8	2	4	0	14	6	171	10	0	187	405
11:45 AM	16	3	18	0	37	8	164	8	0	180	7	2	2	0	11	4	166	17	0	187	415
Total	93	6	58	2	159	49	613	17	0	679	31	8	11	1	51	21	597	67	2	687	1576
12:00 PM	28	2	10	0	40	12	141	5	0	158	8	0	5	0	13	6	179	13	0	198	409
12:15 PM	26	1	20	0	47	11	168	5	0	184	9	1	6	0	16	5	177	25	0	207	454
12:30 PM	59	0	17	1	77	16	177	9	0	202	7	2	3	0	12	3	164	23	0	190	481
12:45 PM	28	1	14	0	43	12	150	10	0	172	7	0	0	2	9	7	171	22	0	200	424
Total	141	4	61	1	207	51	636	29	0	716	31	3	14	2	50	21	691	83	0	795	1768
Grand Total	234	10	119	3	366	100	1249	46	0	1395	62	11	25	3	101	42	1288	150	2	1482	3344
Apprch %	63.9	2.7	32.5	0.8		7.2	89.5	3.3	0		61.4	10.9	24.8	3		2.8	86.9	10.1	0.1		
Total %	7	0.3	3.6	0.1	10.9	3	37.4	1.4	0	41.7	1.9	0.3	0.7	0.1	3	1.3	38.5	4.5	0.1	44.3	
Lights	231	9	118	0	358	96	1219										1268				
% Lights	98.7	90	99.2	0	97.8	96	97.6	100	0	97.6	98.4	90.9	100	0	95	92.9	98.4	95.3	0	97.8	97.6
Buses	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	2	2	0	4	7
% Buses	0.4	0	0	0	0.3	2	0	0	0	0.1	0	0	0	0	0	0	0.2	1.3	0	0.3	0.2
Trucks	2	1	1	0	4	2	30	0	0	32	1	1	0	0	2	3	18	5	0	26	64
% Trucks	0.9	10	0.8	0	1.1	2	2.4	0	0	2.3	1.6	9.1	0	0	2	7.1	1.4	3.3	0	1.8	1.9
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	3	3	0	0	0	0	0	0	0	0	3	3	0	0	0	2	2	8
% Pedestrians	0	0	0	100	0.8	0	0	0	0	0	0	0	0	100	3	0	0	0	100	0.1	0.2

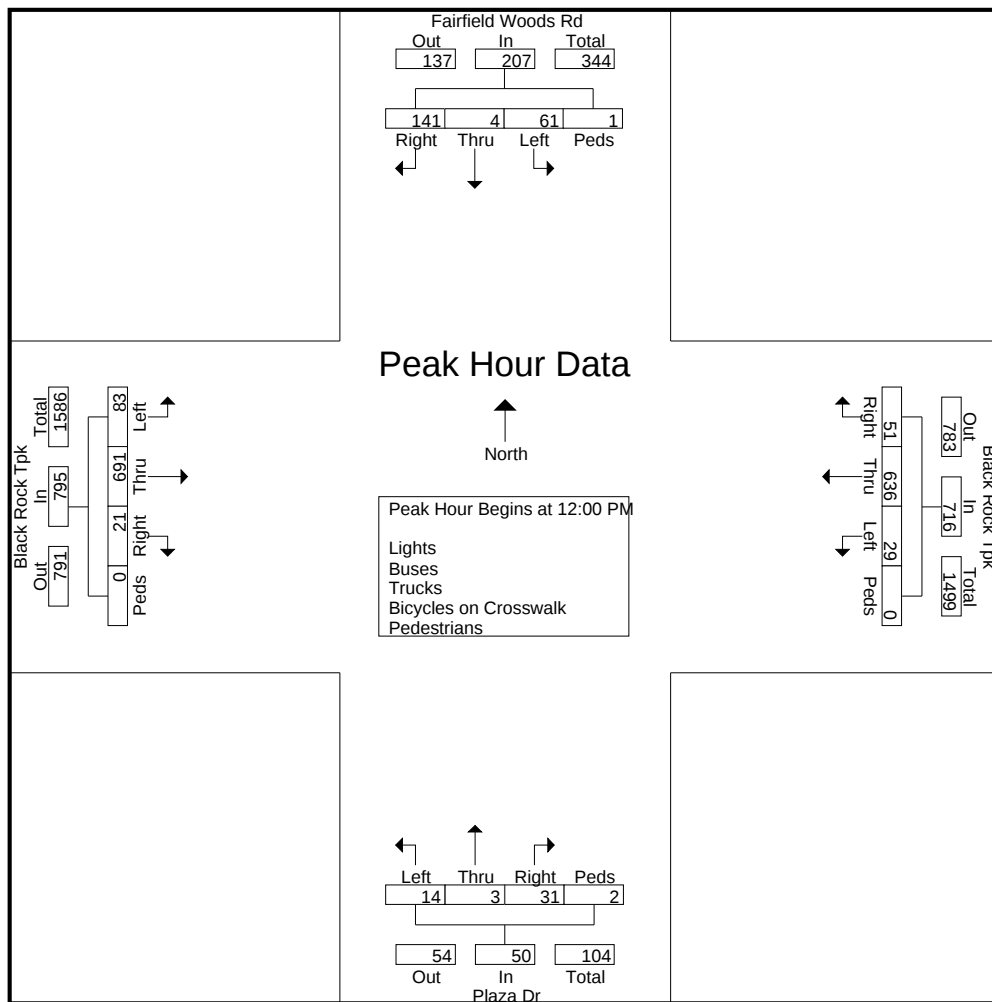
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15801
 Site Code : 15801
 Start Date : 5/4/2017
 Page No : 2

	Fairfield Woods Rd From North					Black Rock Tpk From East					Plaza Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	28	2	10	0	40	12	141	5	0	158	8	0	5	0	13	6	179	13	0	198	409
12:15 PM	26	1	20	0	47	11	168	5	0	184	9	1	6	0	16	5	177	25	0	207	454
12:30 PM	59	0	17	1	77	16	177	9	0	202	7	2	3	0	12	3	164	23	0	190	481
12:45 PM	28	1	14	0	43	12	150	10	0	172	7	0	0	2	9	7	171	22	0	200	424
Total Volume	141	4	61	1	207	51	636	29	0	716	31	3	14	2	50	21	691	83	0	795	1768
% App. Total	68.1	1.9	29.5	0.5		7.1	88.8	4.1	0		62	6	28	4		2.6	86.9	10.4	0		
PHF	.597	.500	.763	.250	.672	.797	.898	.725	.000	.886	.861	.375	.583	.250	.781	.750	.965	.830	.000	.960	.919



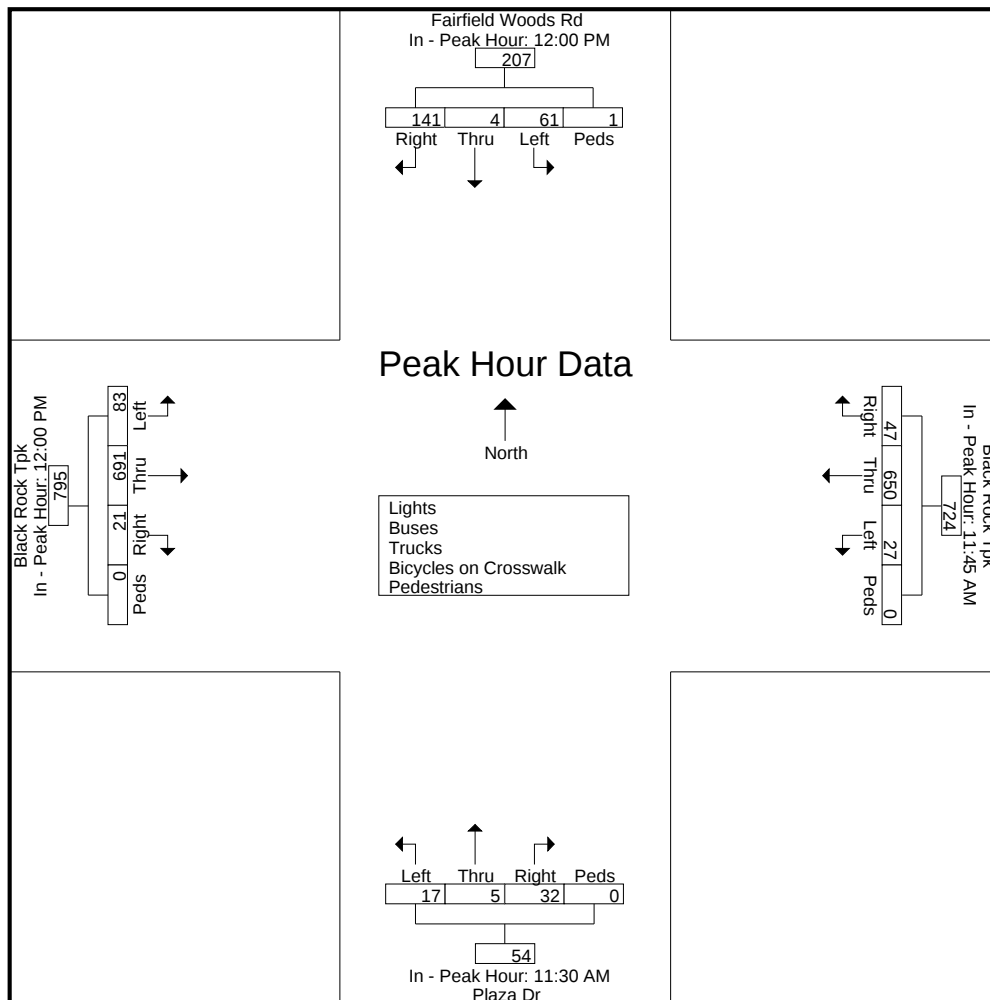
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15801
 Site Code : 15801
 Start Date : 5/4/2017
 Page No : 3

	Fairfield Woods Rd From North					Black Rock Tpk From East					Plaza Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:00 PM					11:45 AM					11:30 AM					12:00 PM					
+0 mins.	28	2	10	0	40	8	164	8	0	180	8	2	4	0	14	6	179	13	0	198	
+15 mins.	26	1	20	0	47	12	141	5	0	158	7	2	2	0	11	5	177	25	0	207	
+30 mins.	59	0	17	1	77	11	168	5	0	184	8	0	5	0	13	3	164	23	0	190	
+45 mins.	28	1	14	0	43	16	177	9	0	202	9	1	6	0	16	7	171	22	0	200	
Total Volume	141	4	61	1	207	47	650	27	0	724	32	5	17	0	54	21	691	83	0	795	
% App. Total	68.1	1.9	29.5	0.5		6.5	89.8	3.7	0		59.3	9.3	31.5	0		2.6	86.9	10.4	0		
PHF	.597	.500	.763	.250	.672	.734	.918	.750	.000	.896	.889	.625	.708	.000	.844	.750	.965	.830	.000	.960	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Fairfield Woods Rd
Fairfield, Connecticut

File Name : 15802
Site Code : 15802
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Fairfield Woods Rd From North					Black Rock Tpk From East					Plaza Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	26	2	13	1	42	15	160	16	2	193	9	3	4	2	18	5	207	68	0	280	533
04:15 PM	31	8	13	1	53	18	159	8	0	185	11	8	3	1	23	9	242	51	1	303	564
04:30 PM	27	6	15	2	50	18	181	7	0	206	6	6	9	0	21	8	224	61	0	293	570
04:45 PM	28	6	13	0	47	19	155	12	0	186	11	6	7	0	24	5	227	60	0	292	549
Total	112	22	54	4	192	70	655	43	2	770	37	23	23	3	86	27	900	240	1	1168	2216
05:00 PM	28	4	8	1	41	20	166	12	0	198	6	2	6	1	15	4	222	74	1	301	555
05:15 PM	16	3	16	1	36	16	188	9	0	213	10	6	4	0	20	14	213	70	0	297	566
05:30 PM	24	1	17	0	42	23	162	9	0	194	17	5	9	1	32	12	214	69	0	295	563
05:45 PM	36	6	24	0	66	26	151	14	0	191	10	4	8	2	24	5	218	63	0	286	567
Total	104	14	65	2	185	85	667	44	0	796	43	17	27	4	91	35	867	276	1	1179	2251
Grand Total	216	36	119	6	377	155	1322	87	2	1566	80	40	50	7	177	62	1767	516	2	2347	4467
Apprch %	57.3	9.5	31.6	1.6		9.9	84.4	5.6	0.1		45.2	22.6	28.2	4		2.6	75.3	22	0.1		
Total %	4.8	0.8	2.7	0.1	8.4	3.5	29.6	1.9	0	35.1	1.8	0.9	1.1	0.2	4	1.4	39.6	11.6	0	52.5	
Lights	214	36	118	0	368	151	1315										1744				
% Lights	99.1	100	99.2	0	97.6	97.4	99.5	98.9	0	99.1	98.8	100	100	0	95.5	98.4	98.7	98.6	0	98.6	98.6
Buses	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	0	3	2	0	5	10
% Buses	0.5	0	0	0	0.3	2.6	0	0	0	0.3	0	0	0	0	0	0	0.2	0.4	0	0.2	0.2
Trucks	1	0	1	0	2	0	7	1	0	8	1	0	0	0	1	1	20	5	0	26	37
% Trucks	0.5	0	0.8	0	0.5	0	0.5	1.1	0	0.5	1.2	0	0	0	0.6	1.6	1.1	1	0	1.1	0.8
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	50	0.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Pedestrians	0	0	0	3	3	0	0	0	2	2	0	0	0	7	7	0	0	0	2	2	14
% Pedestrians	0	0	0	50	0.8	0	0	0	100	0.1	0	0	0	100	4	0	0	0	100	0.1	0.3

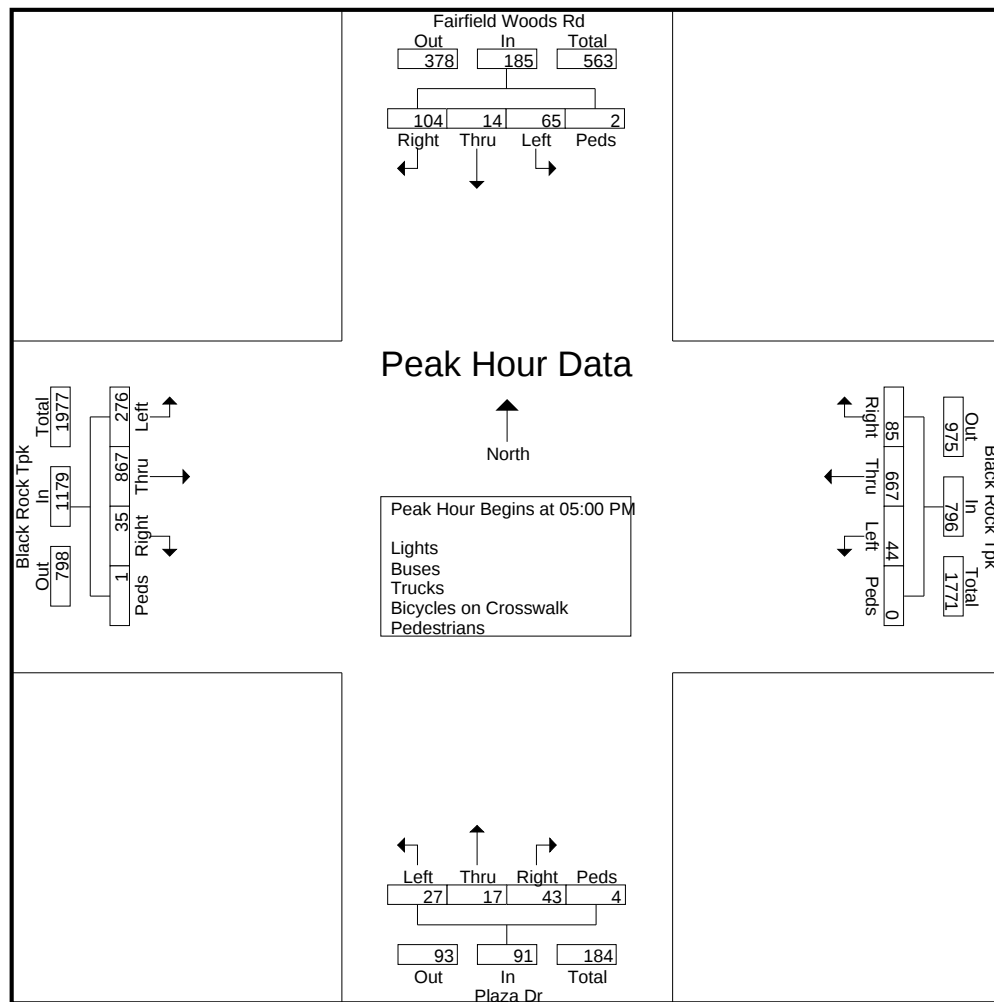
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15802
 Site Code : 15802
 Start Date : 5/4/2017
 Page No : 2

	Fairfield Woods Rd From North					Black Rock Tpk From East					Plaza Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	28	4	8	1	41	20	166	12	0	198	6	2	6	1	15	4	222	74	1	301	555
05:15 PM	16	3	16	1	36	16	188	9	0	213	10	6	4	0	20	14	213	70	0	297	566
05:30 PM	24	1	17	0	42	23	162	9	0	194	17	5	9	1	32	12	214	69	0	295	563
05:45 PM	36	6	24	0	66	26	151	14	0	191	10	4	8	2	24	5	218	63	0	286	567
Total Volume	104	14	65	2	185	85	667	44	0	796	43	17	27	4	91	35	867	276	1	1179	2251
% App. Total	56.2	7.6	35.1	1.1		10.7	83.8	5.5	0		47.3	18.7	29.7	4.4		3	73.5	23.4	0.1		
PHF	.722	.583	.677	.500	.701	.817	.887	.786	.000	.934	.632	.708	.750	.500	.711	.625	.976	.932	.250	.979	.993

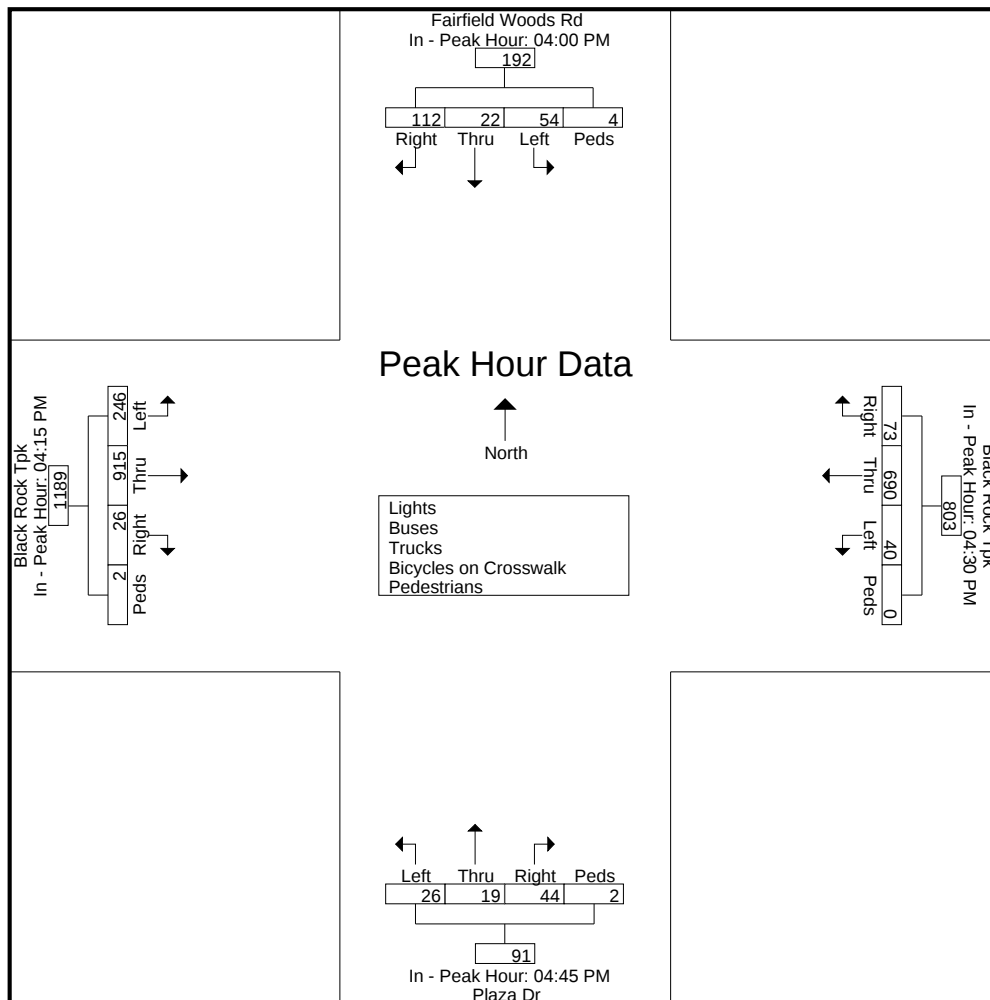


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 15802
Site Code : 15802
Start Date : 5/4/2017
Page No : 3

	Fairfield Woods Rd From North					Black Rock Tpk From East					Plaza Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:00 PM					04:30 PM					04:45 PM					04:15 PM					
+0 mins.	26	2	13	1	42	18	181	7	0	206	11	6	7	0	24	9	242	51	1	303	
+15 mins.	31	8	13	1	53	19	155	12	0	186	6	2	6	1	15	8	224	61	0	293	
+30 mins.	27	6	15	2	50	20	166	12	0	198	10	6	4	0	20	5	227	60	0	292	
+45 mins.	28	6	13	0	47	16	188	9	0	213	17	5	9	1	32	4	222	74	1	301	
Total Volume	112	22	54	4	192	73	690	40	0	803	44	19	26	2	91	26	915	246	2	1189	
% App. Total	58.3	11.5	28.1	2.1		9.1	85.9	5	0		48.4	20.9	28.6	2.2		2.2	77	20.7	0.2		
PHF	.903	.688	.900	.500	.906	.913	.918	.833	.000	.942	.647	.792	.722	.500	.711	.722	.945	.831	.500	.981	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Fairfield Woods Road
Fairfield, Connecticut

File Name : 15803
Site Code : 15803
Start Date : 5/6/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Fairfield Woods Rd From North					Black Rock Tpk From East					Plaza Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	27	5	15	2	49	16	185	14	0	215	20	6	6	0	32	12	178	17	0	207	503
11:15 AM	32	5	19	2	58	16	187	13	0	216	10	2	9	2	23	8	206	21	0	235	532
11:30 AM	41	6	20	0	67	19	196	8	0	223	10	7	6	2	25	8	219	21	0	248	563
11:45 AM	31	4	22	0	57	18	202	10	0	230	9	5	12	1	27	11	194	37	0	242	556
Total	131	20	76	4	231	69	770	45	0	884	49	20	33	5	107	39	797	96	0	932	2154
12:00 PM	20	6	22	1	49	18	203	3	0	224	11	4	7	0	22	14	213	23	0	250	545
12:15 PM	23	2	12	0	37	18	205	12	0	235	14	2	4	1	21	15	218	28	0	261	554
12:30 PM	28	0	22	0	50	21	212	14	0	247	14	6	5	0	25	15	187	21	2	225	547
12:45 PM	23	7	16	4	50	22	194	9	0	225	12	5	10	0	27	13	209	20	4	246	548
Total	94	15	72	5	186	79	814	38	0	931	51	17	26	1	95	57	827	92	6	982	2194
Grand Total	225	35	148	9	417	148	1584	83	0	1815	100	37	59	6	202	96	1624	188	6	1914	4348
Apprch %	54	8.4	35.5	2.2		8.2	87.3	4.6	0		49.5	18.3	29.2	3		5	84.8	9.8	0.3		
Total %	5.2	0.8	3.4	0.2	9.6	3.4	36.4	1.9	0	41.7	2.3	0.9	1.4	0.1	4.6	2.2	37.4	4.3	0.1	44	
Lights	223	34	148	0	405	145	1568										1614				
% Lights	99.1	97.1	100	0	97.1	98	99	100	0	99	100	100	98.3	0	96.5	100	99.4	100	0	99.2	98.8
Buses	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% Buses	0	0	0	0	0	1.4	0	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0.1
Trucks	2	1	0	0	3	1	16	0	0	17	0	0	1	0	1	0	8	0	0	8	29
% Trucks	0.9	2.9	0	0	0.7	0.7	1	0	0	0.9	0	0	1.7	0	0.5	0	0.5	0	0	0.4	0.7
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	1	0	0	0	0	0	0
Pedestrians																					
% Pedestrians	0	0	0	100	2.2	0	0	0	0	0	0	0	0	66.7	2	0	0	0	100	0.3	0.4

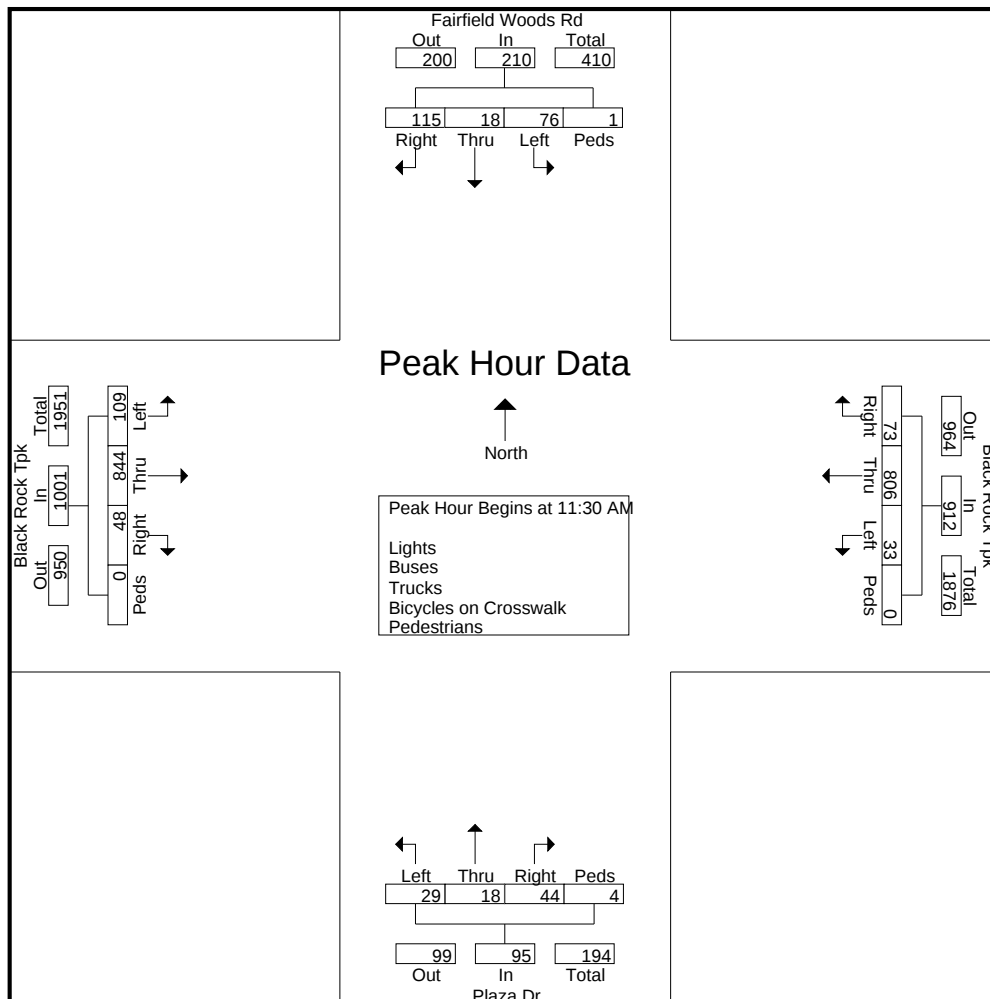
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15803
 Site Code : 15803
 Start Date : 5/6/2017
 Page No : 2

	Fairfield Woods Rd From North					Black Rock Tpk From East					Plaza Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	41	6	20	0	67	19	196	8	0	223	10	7	6	2	25	8	219	21	0	248	563
11:45 AM	31	4	22	0	57	18	202	10	0	230	9	5	12	1	27	11	194	37	0	242	556
12:00 PM	20	6	22	1	49	18	203	3	0	224	11	4	7	0	22	14	213	23	0	250	545
12:15 PM	23	2	12	0	37	18	205	12	0	235	14	2	4	1	21	15	218	28	0	261	554
Total Volume	115	18	76	1	210	73	806	33	0	912	44	18	29	4	95	48	844	109	0	1001	2218
% App. Total	54.8	8.6	36.2	0.5		8	88.4	3.6	0		46.3	18.9	30.5	4.2		4.8	84.3	10.9	0		
PHF	.701	.750	.864	.250	.784	.961	.983	.688	.000	.970	.786	.643	.604	.500	.880	.800	.963	.736	.000	.959	.985



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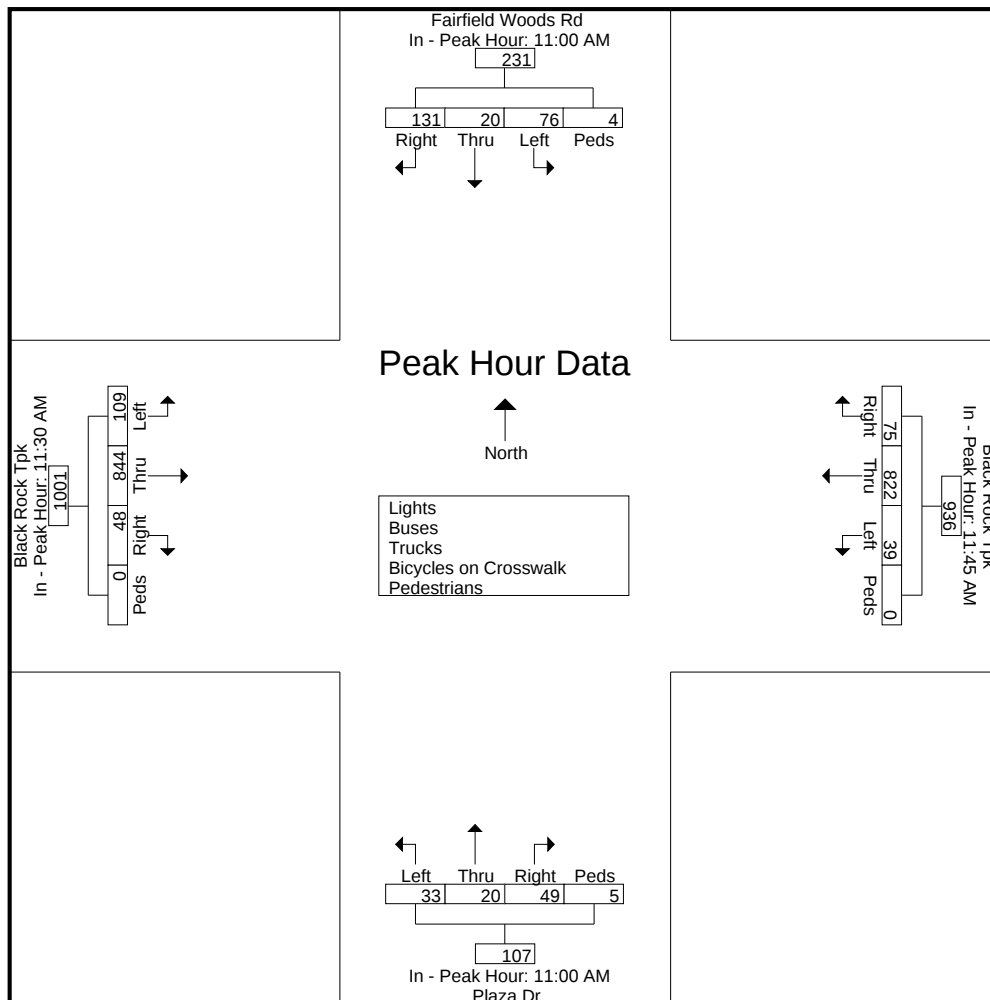
File Name : 15803
 Site Code : 15803
 Start Date : 5/6/2017
 Page No : 3

	Fairfield Woods Rd From North					Black Rock Tpk From East					Plaza Dr From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:00 AM					11:45 AM					11:00 AM					11:30 AM				
+0 mins.	27	5	15	2	49	18	202	10	0	230	20	6	6	0	32	8	219	21	0	248
+15 mins.	32	5	19	2	58	18	203	3	0	224	10	2	9	2	23	11	194	37	0	242
+30 mins.	41	6	20	0	67	18	205	12	0	235	10	7	6	2	25	14	213	23	0	250
+45 mins.	31	4	22	0	57	21	212	14	0	247	9	5	12	1	27	15	218	28	0	261
Total Volume	131	20	76	4	231	75	822	39	0	936	49	20	33	5	107	48	844	109	0	1001
% App. Total	56.7	8.7	32.9	1.7		8	87.8	4.2	0		45.8	18.7	30.8	4.7		4.8	84.3	10.9	0	
PHF	.799	.833	.864	.500	.862	.893	.969	.696	.000	.947	.613	.714	.688	.625	.836	.800	.963	.736	.000	.959



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Brookside Drive
Fairfield, Connecticut

File Name : 15804
Site Code : 15804
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

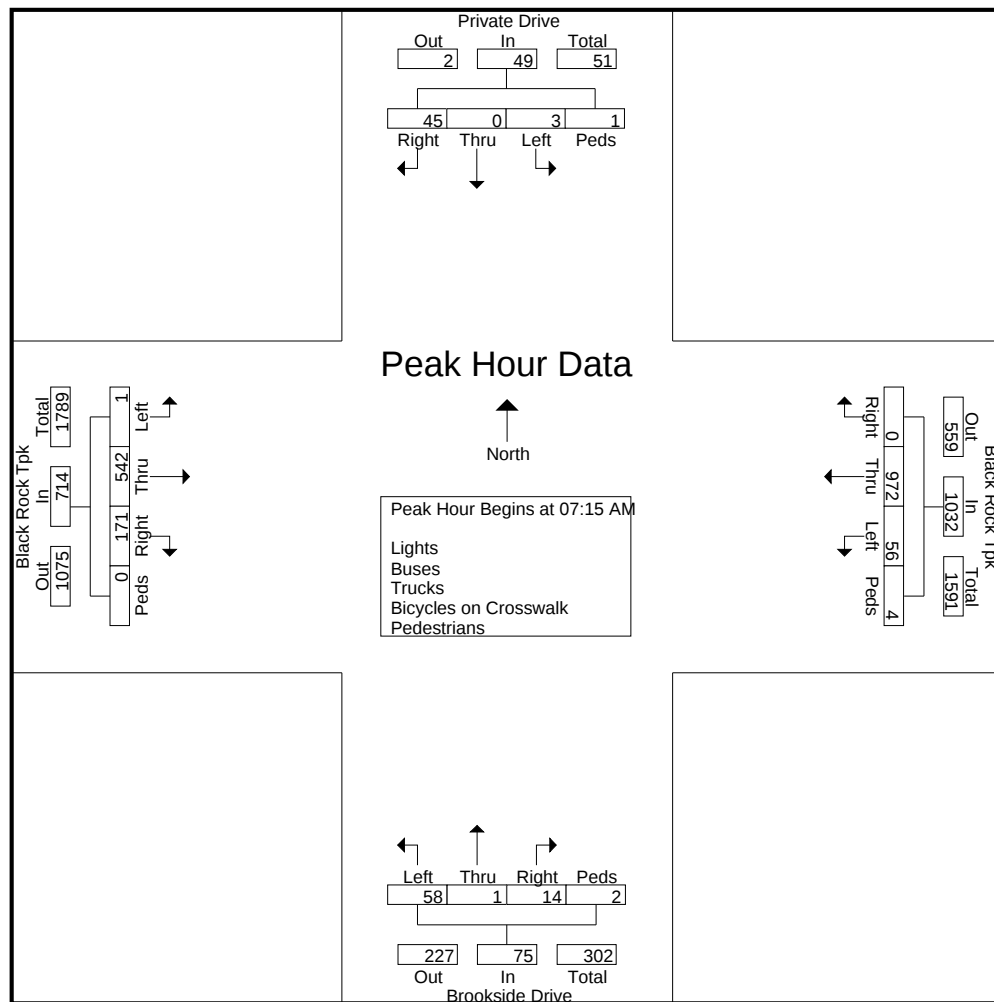
	Private Drive From North					Black Rock Tpk From East					Brookside Drive From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	10	1	0	0	11	0	215	9	0	224	5	0	9	0	14	15	121	0	0	136	385
07:15 AM	17	0	0	0	17	0	270	13	3	286	1	0	6	1	8	26	135	0	0	161	472
07:30 AM	9	0	2	1	12	0	248	16	0	264	2	1	17	0	20	36	121	0	0	157	453
07:45 AM	12	0	0	0	12	0	252	13	0	265	8	0	20	1	29	64	138	0	0	202	508
Total	48	1	2	1	52	0	985	51	3	1039	16	1	52	2	71	141	515	0	0	656	1818
08:00 AM	7	0	1	0	8	0	202	14	1	217	3	0	15	0	18	45	148	1	0	194	437
08:15 AM	3	2	0	0	5	0	225	15	0	240	8	1	15	0	24	46	151	3	0	200	469
08:30 AM	11	0	0	0	11	0	172	9	0	181	4	0	15	0	19	32	158	1	0	191	402
08:45 AM	9	1	1	0	11	0	161	9	0	170	8	1	22	1	32	29	203	1	1	234	447
Total	30	3	2	0	35	0	760	47	1	808	23	2	67	1	93	152	660	6	1	819	1755
Grand Total	78	4	4	1	87	0	1745	98	4	1847	39	3	119	3	164	293	1175	6	1	1475	3573
Apprch %	89.7	4.6	4.6	1.1		0	94.5	5.3	0.2		23.8	1.8	72.6	1.8		19.9	79.7	0.4	0.1		
Total %	2.2	0.1	0.1	0	2.4	0	48.8	2.7	0.1	51.7	1.1	0.1	3.3	0.1	4.6	8.2	32.9	0.2	0	41.3	
Lights	78	4	4	0	86	0	1686										1142				
% Lights	100	100	100	0	98.9	0	96.6	95.9	0	96.4	92.3	100	98.3	0	95.1	99.7	97.2	100	0	97.6	96.9
Buses	0	0	0	0	0	0	19	0	0	19	1	0	1	0	2	1	11	0	0	12	33
% Buses	0	0	0	0	0	0	1.1	0	0	1	2.6	0	0.8	0	1.2	0.3	0.9	0	0	0.8	0.9
Trucks	0	0	0	0	0	0	40	4	0	44	2	0	1	0	3	0	22	0	0	22	69
% Trucks	0	0	0	0	0	0	2.3	4.1	0	2.4	5.1	0	0.8	0	1.8	0	1.9	0	0	1.5	1.9
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	1	1	0	0	0	4	4	0	0	0	3	3	0	0	0	1	1	9
% Pedestrians	0	0	0	100	1.1	0	0	0	100	0.2	0	0	0	100	1.8	0	0	0	100	0.1	0.3

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 15804
Site Code : 15804
Start Date : 5/4/2017
Page No : 2

	Private Drive From North					Black Rock Tpk From East					Brookside Drive From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	17	0	0	0	17	0	270	13	3	286	1	0	6	1	8	26	135	0	0	161	472
07:30 AM	9	0	2	1	12	0	248	16	0	264	2	1	17	0	20	36	121	0	0	157	453
07:45 AM	12	0	0	0	12	0	252	13	0	265	8	0	20	1	29	64	138	0	0	202	508
08:00 AM	7	0	1	0	8	0	202	14	1	217	3	0	15	0	18	45	148	1	0	194	437
Total Volume	45	0	3	1	49	0	972	56	4	1032	14	1	58	2	75	171	542	1	0	714	1870
% App. Total	91.8	0	6.1	2		0	94.2	5.4	0.4		18.7	1.3	77.3	2.7		23.9	75.9	0.1	0		
PHF	.662	.000	.375	.250	.721	.000	.900	.875	.333	.902	.438	.250	.725	.500	.647	.668	.916	.250	.000	.884	.920



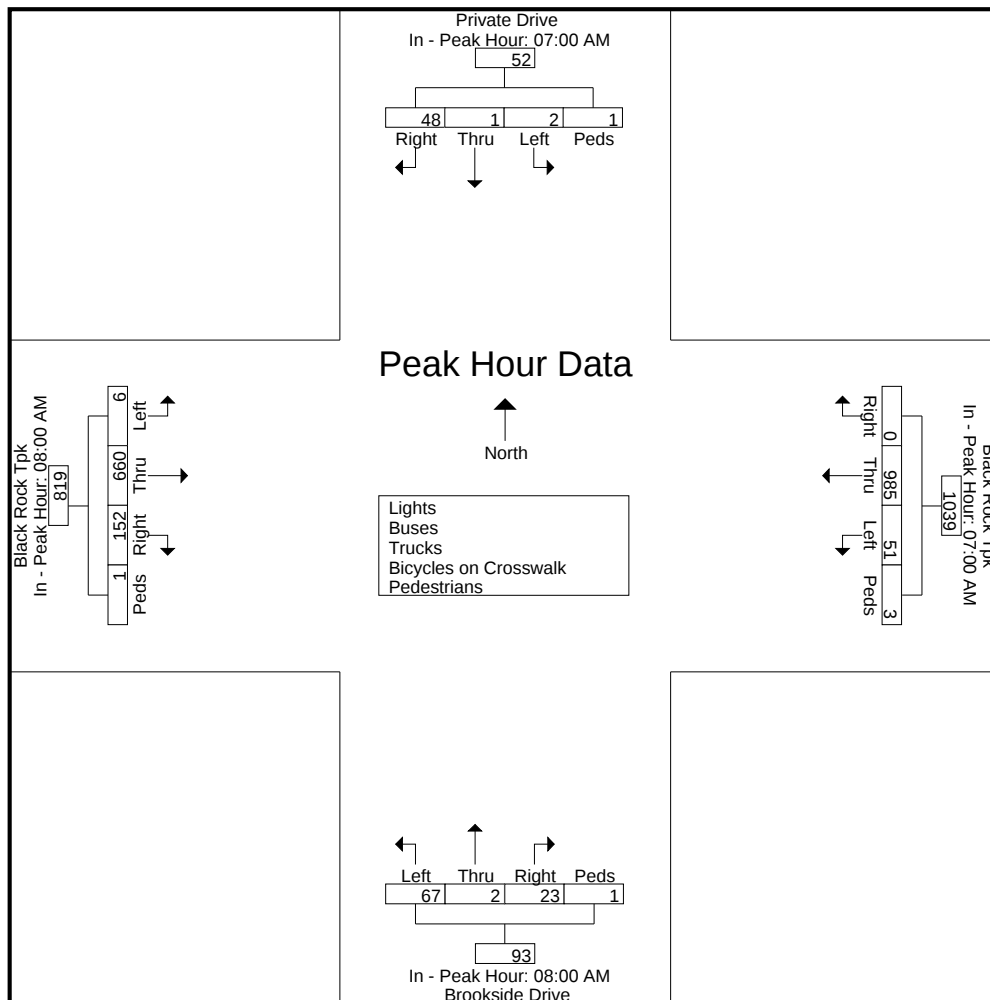
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15804
 Site Code : 15804
 Start Date : 5/4/2017
 Page No : 3

	Private Drive From North					Black Rock Tpk From East					Brookside Drive From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					08:00 AM					08:00 AM					
+0 mins.	10	1	0	0	11	0	215	9	0	224	3	0	15	0	18	45	148	1	0	194	
+15 mins.	17	0	0	0	17	0	270	13	3	286	8	1	15	0	24	46	151	3	0	200	
+30 mins.	9	0	2	1	12	0	248	16	0	264	4	0	15	0	19	32	158	1	0	191	
+45 mins.	12	0	0	0	12	0	252	13	0	265	8	1	22	1	32	29	203	1	1	234	
Total Volume	48	1	2	1	52	0	985	51	3	1039	23	2	67	1	93	152	660	6	1	819	
% App. Total	92.3	1.9	3.8	1.9		0	94.8	4.9	0.3		24.7	2.2	72	1.1		18.6	80.6	0.7	0.1		
PHF	.706	.250	.250	.250	.765	.000	.912	.797	.250	.908	.719	.500	.761	.250	.727	.826	.813	.500	.250	.875	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Brookside Drive
Fairfield, Connecticut

File Name : 15805
Site Code : 15805
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Private Drive From North					Black Rock Tpk From East					Brookside Drive From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	4	1	2	0	7	0	163	10	0	173	13	0	16	1	30	11	137	2	0	150	360
11:15 AM	6	0	0	0	6	0	150	10	0	160	13	0	18	0	31	26	138	1	0	165	362
11:30 AM	6	1	1	0	8	0	166	9	0	175	8	1	9	0	18	18	176	2	0	196	397
11:45 AM	3	0	2	0	5	0	165	9	0	174	7	0	18	0	25	19	172	0	0	191	395
Total	19	2	5	0	26	0	644	38	0	682	41	1	61	1	104	74	623	5	0	702	1514
12:00 PM	4	0	1	1	6	0	171	4	1	176	13	0	11	0	24	25	185	1	0	211	417
12:15 PM	9	0	3	0	12	0	177	20	0	197	16	0	17	0	33	16	193	0	0	209	451
12:30 PM	4	0	0	1	5	0	218	15	0	233	10	0	16	0	26	23	178	1	0	202	466
12:45 PM	7	0	0	0	7	0	158	12	0	170	7	1	20	2	30	20	192	0	0	212	419
Total	24	0	4	2	30	0	724	51	1	776	46	1	64	2	113	84	748	2	0	834	1753
Grand Total	43	2	9	2	56	0	1368	89	1	1458	87	2	125	3	217	158	1371	7	0	1536	3267
Apprch %	76.8	3.6	16.1	3.6		0	93.8	6.1	0.1		40.1	0.9	57.6	1.4		10.3	89.3	0.5	0		
Total %	1.3	0.1	0.3	0.1	1.7	0	41.9	2.7	0	44.6	2.7	0.1	3.8	0.1	6.6	4.8	42	0.2	0	47	
Lights	39	2	8	0	49	0	1334										1341				
% Lights	90.7	100	88.9	0	87.5	0	97.5	98.9	0	97.5	96.6	100	96	0	94.9	95.6	97.8	100	0	97.6	97.2
Buses	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	1	3	0	0	4	8
% Buses	0	0	0	0	0	0	0.1	0	0	0.1	1.1	0	0.8	0	0.9	0.6	0.2	0	0	0.3	0.2
Trucks	4	0	1	0	5	0	32	1	0	33	2	0	4	0	6	6	27	0	0	33	77
% Trucks	9.3	0	11.1	0	8.9	0	2.3	1.1	0	2.3	2.3	0	3.2	0	2.8	3.8	2	0	0	2.1	2.4
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	2	2	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	6
% Pedestrians	0	0	0	100	3.6	0	0	0	100	0.1	0	0	0	100	1.4	0	0	0	0	0	0.2

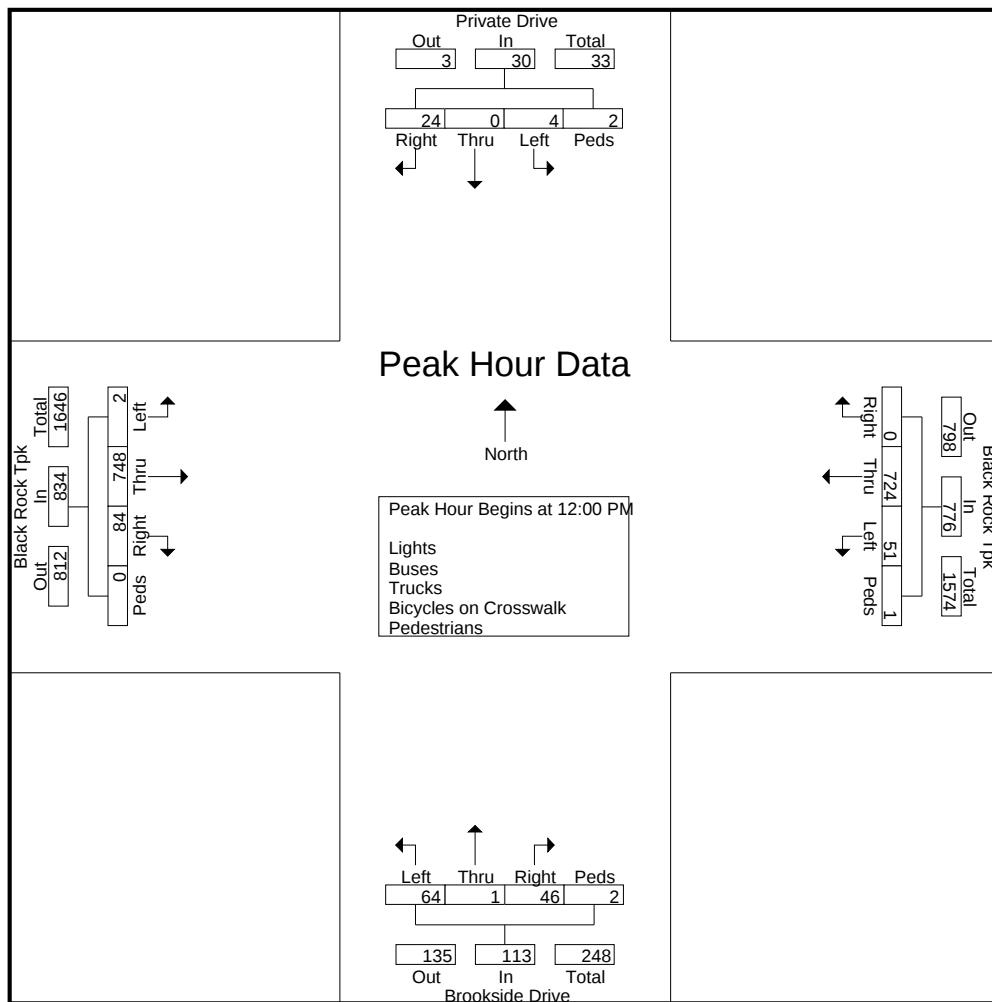
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15805
 Site Code : 15805
 Start Date : 5/4/2017
 Page No : 2

	Private Drive From North					Black Rock Tpk From East					Brookside Drive From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	4	0	1	1	6	0	171	4	1	176	13	0	11	0	24	25	185	1	0	211	417
12:15 PM	9	0	3	0	12	0	177	20	0	197	16	0	17	0	33	16	193	0	0	209	451
12:30 PM	4	0	0	1	5	0	218	15	0	233	10	0	16	0	26	23	178	1	0	202	466
12:45 PM	7	0	0	0	7	0	158	12	0	170	7	1	20	2	30	20	192	0	0	212	419
Total Volume	24	0	4	2	30	0	724	51	1	776	46	1	64	2	113	84	748	2	0	834	1753
% App. Total	80	0	13.3	6.7		0	93.3	6.6	0.1		40.7	0.9	56.6	1.8		10.1	89.7	0.2	0		
PHF	.667	.000	.333	.500	.625	.000	.830	.638	.250	.833	.719	.250	.800	.250	.856	.840	.969	.500	.000	.983	.940

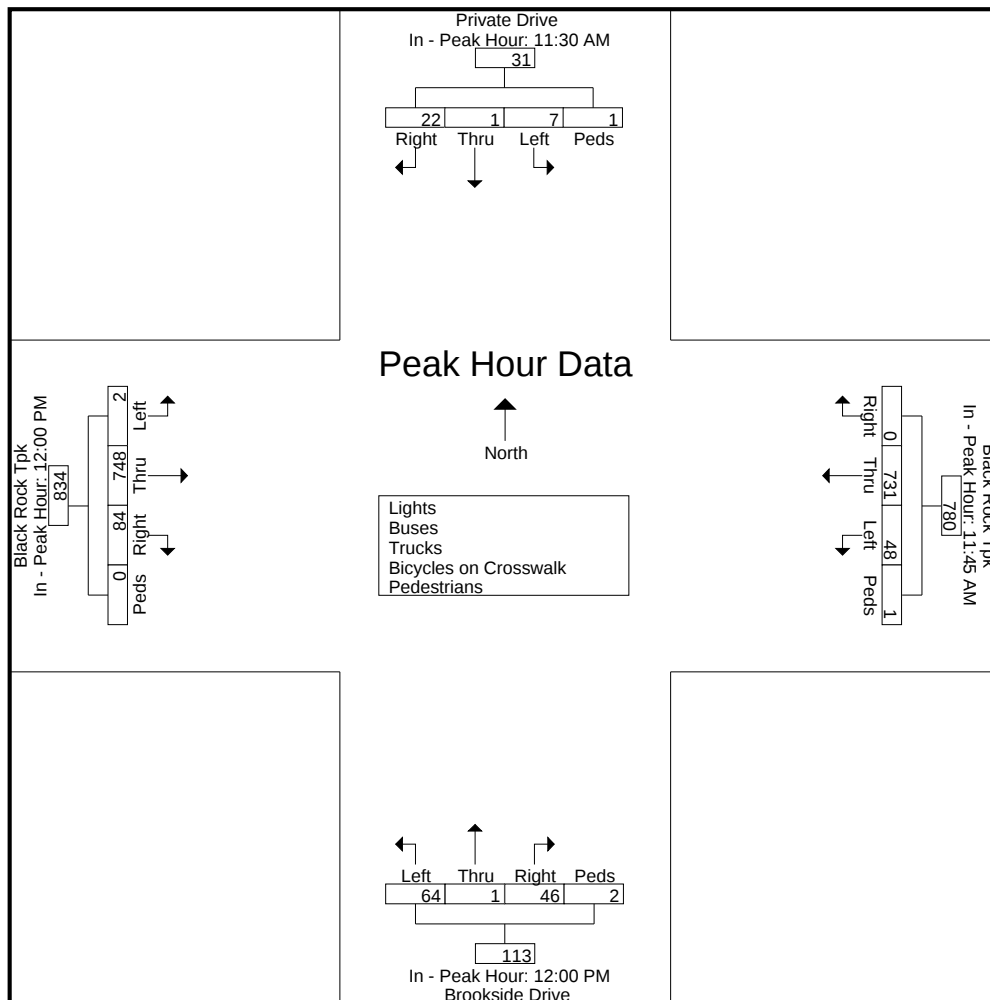


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 15805
Site Code : 15805
Start Date : 5/4/2017
Page No : 3

	Private Drive From North					Black Rock Tpk From East					Brookside Drive From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:30 AM					11:45 AM					12:00 PM					12:00 PM					
+0 mins.	6	1	1	0	8	0	165	9	0	174	13	0	11	0	24	25	185	1	0	211	
+15 mins.	3	0	2	0	5	0	171	4	1	176	16	0	17	0	33	16	193	0	0	209	
+30 mins.	4	0	1	1	6	0	177	20	0	197	10	0	16	0	26	23	178	1	0	202	
+45 mins.	9	0	3	0	12	0	218	15	0	233	7	1	20	2	30	20	192	0	0	212	
Total Volume	22	1	7	1	31	0	731	48	1	780	46	1	64	2	113	84	748	2	0	834	
% App. Total	71	3.2	22.6	3.2		0	93.7	6.2	0.1		40.7	0.9	56.6	1.8		10.1	89.7	0.2	0		
PHF	.611	.250	.583	.250	.646	.000	.838	.600	.250	.837	.719	.250	.800	.250	.856	.840	.969	.500	.000	.983	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Brookside Drive
Fairfield, Connecticut

File Name : 15806
Site Code : 15806
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Private Drive From North					Black Rock Tpk From East					Brookside Drive From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	0	0	0	5	0	171	7	0	178	19	0	32	2	53	36	273	0	0	309	545
04:15 PM	5	0	2	1	8	0	168	16	0	184	17	0	25	0	42	24	283	0	0	307	541
04:30 PM	9	1	0	0	10	0	196	15	0	211	13	0	28	0	41	39	265	0	0	304	566
04:45 PM	3	0	1	0	4	0	165	15	0	180	15	1	35	0	51	26	283	0	0	309	544
Total	22	1	3	1	27	0	700	53	0	753	64	1	120	2	187	125	1104	0	0	1229	2196
05:00 PM	7	0	0	1	8	0	191	7	0	198	12	1	31	0	44	33	285	1	0	319	569
05:15 PM	9	0	4	0	13	1	192	6	0	199	24	1	40	0	65	39	275	2	0	316	593
05:30 PM	11	0	0	0	11	0	179	11	0	190	10	0	31	0	41	45	280	1	0	326	568
05:45 PM	7	0	0	0	7	0	173	14	0	187	23	1	25	0	49	40	266	1	0	307	550
Total	34	0	4	1	39	1	735	38	0	774	69	3	127	0	199	157	1106	5	0	1268	2280
Grand Total	56	1	7	2	66	1	1435	91	0	1527	133	4	247	2	386	282	2210	5	0	2497	4476
Apprch %	84.8	1.5	10.6	3		0.1	94	6	0		34.5	1	64	0.5		11.3	88.5	0.2	0		
Total %	1.3	0	0.2	0	1.5	0	32.1	2	0	34.1	3	0.1	5.5	0	8.6	6.3	49.4	0.1	0	55.8	
Lights	56	1	7	0	64	1	1422									2182					
% Lights	100	100	100	0	97	100	99.1	98.9	0	99.1	98.5	100	99.2	0	98.4	97.5	98.7	100	0	98.6	98.7
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
% Buses	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0.1
Trucks	0	0	0	0	0	0	12	1	0	13	2	0	2	0	4	7	23	0	0	30	47
% Trucks	0	0	0	0	0	0	0.8	1.1	0	0.9	1.5	0	0.8	0	1	2.5	1	0	0	1.2	1.1
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
% Pedestrians	0	0	0	100	3	0	0	0	0	0	0	0	0	100	0.5	0	0	0	0	0	0.1

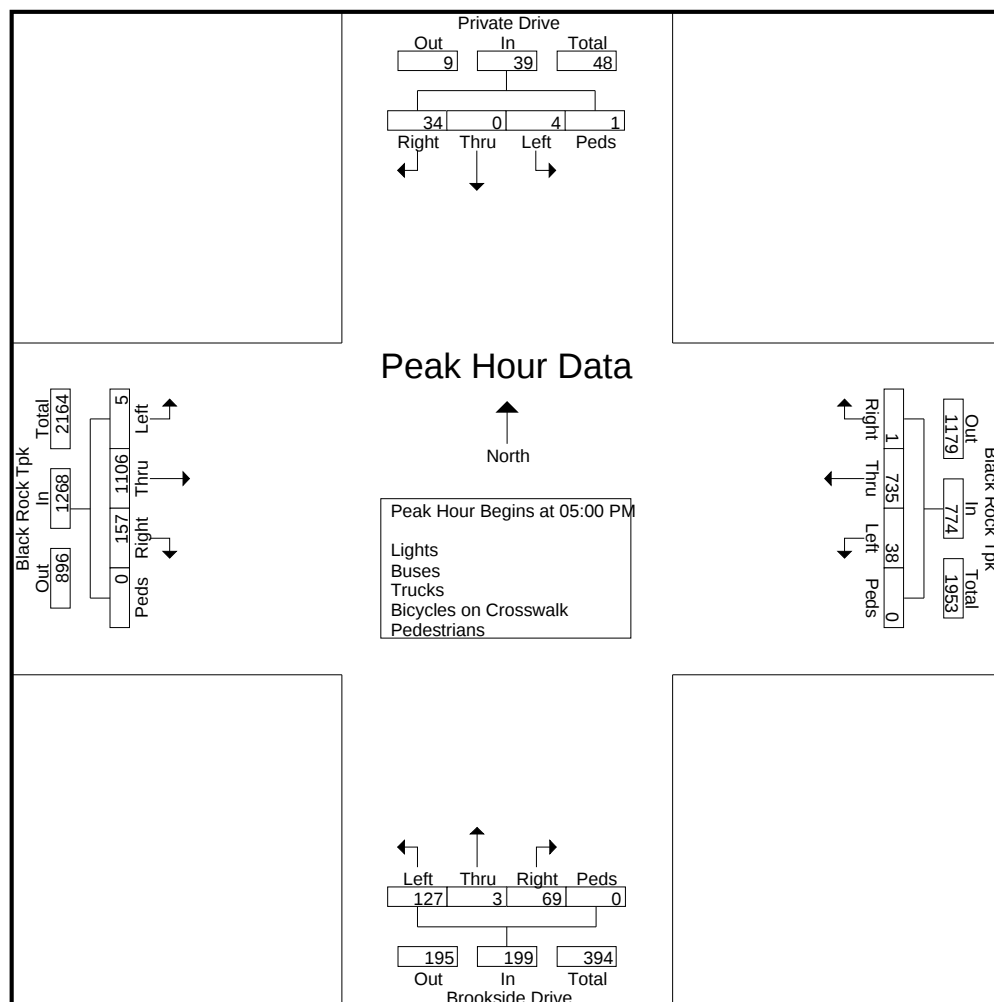
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15806
 Site Code : 15806
 Start Date : 5/4/2017
 Page No : 2

	Private Drive From North					Black Rock Tpk From East					Brookside Drive From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	7	0	0	1	8	0	191	7	0	198	12	1	31	0	44	33	285	1	0	319	569
05:15 PM	9	0	4	0	13	1	192	6	0	199	24	1	40	0	65	39	275	2	0	316	593
05:30 PM	11	0	0	0	11	0	179	11	0	190	10	0	31	0	41	45	280	1	0	326	568
05:45 PM	7	0	0	0	7	0	173	14	0	187	23	1	25	0	49	40	266	1	0	307	550
Total Volume	34	0	4	1	39	1	735	38	0	774	69	3	127	0	199	157	1106	5	0	1268	2280
% App. Total	87.2	0	10.3	2.6		0.1	95	4.9	0		34.7	1.5	63.8	0		12.4	87.2	0.4	0		
PHF	.773	.000	.250	.250	.750	.250	.957	.679	.000	.972	.719	.750	.794	.000	.765	.872	.970	.625	.000	.972	.961



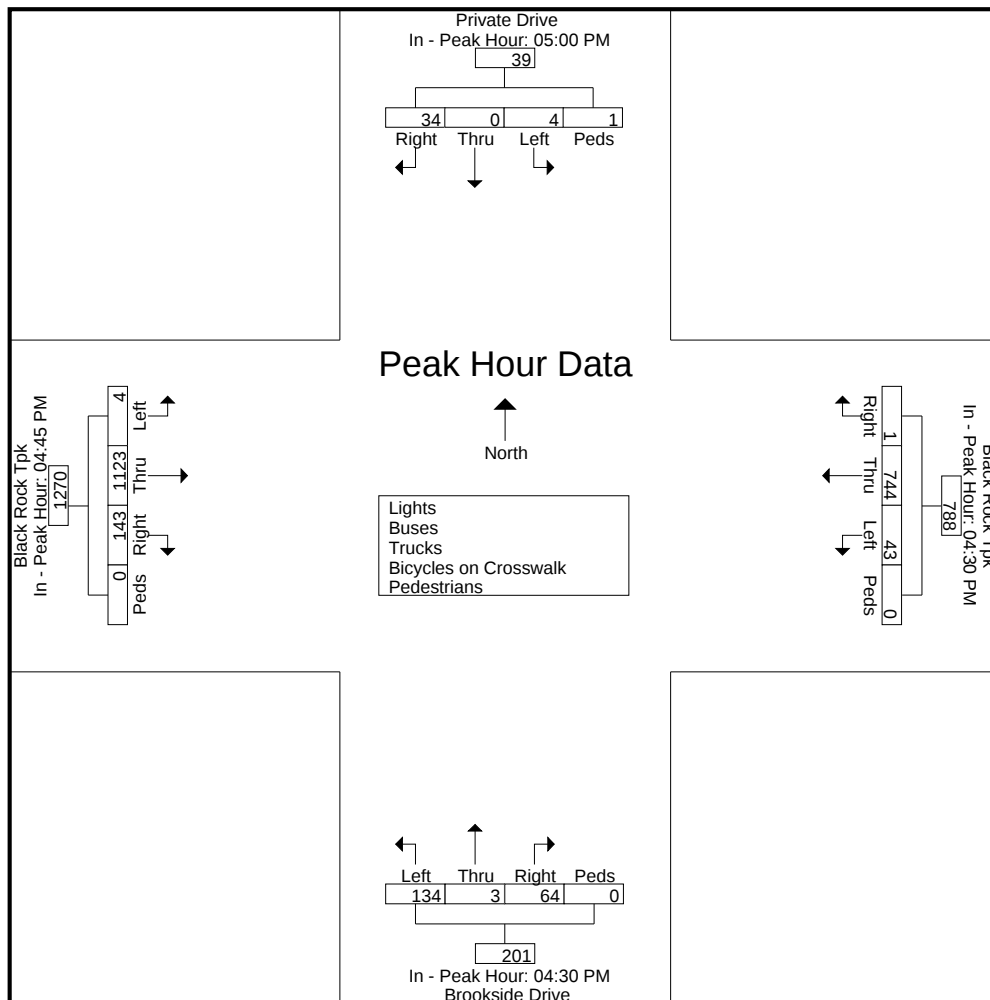
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15806
 Site Code : 15806
 Start Date : 5/4/2017
 Page No : 3

	Private Drive From North					Black Rock Tpk From East					Brookside Drive From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					04:30 PM					04:30 PM					04:45 PM					
+0 mins.	7	0	0	1	8	0	196	15	0	211	13	0	28	0	41	26	283	0	0	309	
+15 mins.	9	0	4	0	13	0	165	15	0	180	15	1	35	0	51	33	285	1	0	319	
+30 mins.	11	0	0	0	11	0	191	7	0	198	12	1	31	0	44	39	275	2	0	316	
+45 mins.	7	0	0	0	7	1	192	6	0	199	24	1	40	0	65	45	280	1	0	326	
Total Volume	34	0	4	1	39	1	744	43	0	788	64	3	134	0	201	143	1123	4	0	1270	
% App. Total	87.2	0	10.3	2.6		0.1	94.4	5.5	0		31.8	1.5	66.7	0		11.3	88.4	0.3	0		
PHF	.773	.000	.250	.250	.750	.250	.949	.717	.000	.934	.667	.750	.838	.000	.773	.794	.985	.500	.000	.974	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Brookside Dr
Fairfield, Connecticut

File Name : 15807
Site Code : 15807
Start Date : 5/6/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Private Drive From North					Black Rock Tpk From East					Brookside Drive From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	8	1	0	3	12	0	190	12	1	203	10	0	22	0	32	13	195	0	0	208	455
11:15 AM	7	1	0	2	10	0	207	11	0	218	14	0	13	2	29	30	215	2	0	247	504
11:30 AM	11	0	0	1	12	0	218	12	1	231	17	0	15	3	35	35	231	2	0	268	546
11:45 AM	12	0	0	0	12	0	219	15	0	234	13	0	29	0	42	21	225	1	0	247	535
Total	38	2	0	6	46	0	834	50	2	886	54	0	79	5	138	99	866	5	0	970	2040
12:00 PM	9	1	3	1	14	1	206	13	2	222	12	0	27	0	39	16	228	2	0	246	521
12:15 PM	9	0	0	0	9	0	213	13	0	226	21	0	29	0	50	35	230	1	0	266	551
12:30 PM	7	3	0	1	11	0	225	13	1	239	9	0	21	0	30	32	199	2	0	233	513
12:45 PM	5	0	1	0	6	0	205	9	0	214	15	0	21	0	36	28	216	0	0	244	500
Total	30	4	4	2	40	1	849	48	3	901	57	0	98	0	155	111	873	5	0	989	2085
Grand Total	68	6	4	8	86	1	1683	98	5	1787	111	0	177	5	293	210	1739	10	0	1959	4125
Apprch %	79.1	7	4.7	9.3		0.1	94.2	5.5	0.3		37.9	0	60.4	1.7		10.7	88.8	0.5	0		
Total %	1.6	0.1	0.1	0.2	2.1	0	40.8	2.4	0.1	43.3	2.7	0	4.3	0.1	7.1	5.1	42.2	0.2	0	47.5	
Lights	66	6	4	0	76	1	1670									1726					
% Lights	97.1	100	100	0	88.4	100	99.2	100	0	99	99.1	0	99.4	0	97.6	98.1	99.3	100	0	99.1	98.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0
Trucks	2	0	0	0	2	0	13	0	0	13	1	0	1	0	2	4	12	0	0	16	33
% Trucks	2.9	0	0	0	2.3	0	0.8	0	0	0.7	0.9	0	0.6	0	0.7	1.9	0.7	0	0	0.8	0.8
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	8	8	0	0	0	5	5	0	0	0	5	5	0	0	0	0	0	18
% Pedestrians	0	0	0	100	9.3	0	0	0	100	0.3	0	0	0	100	1.7	0	0	0	0	0	0.4

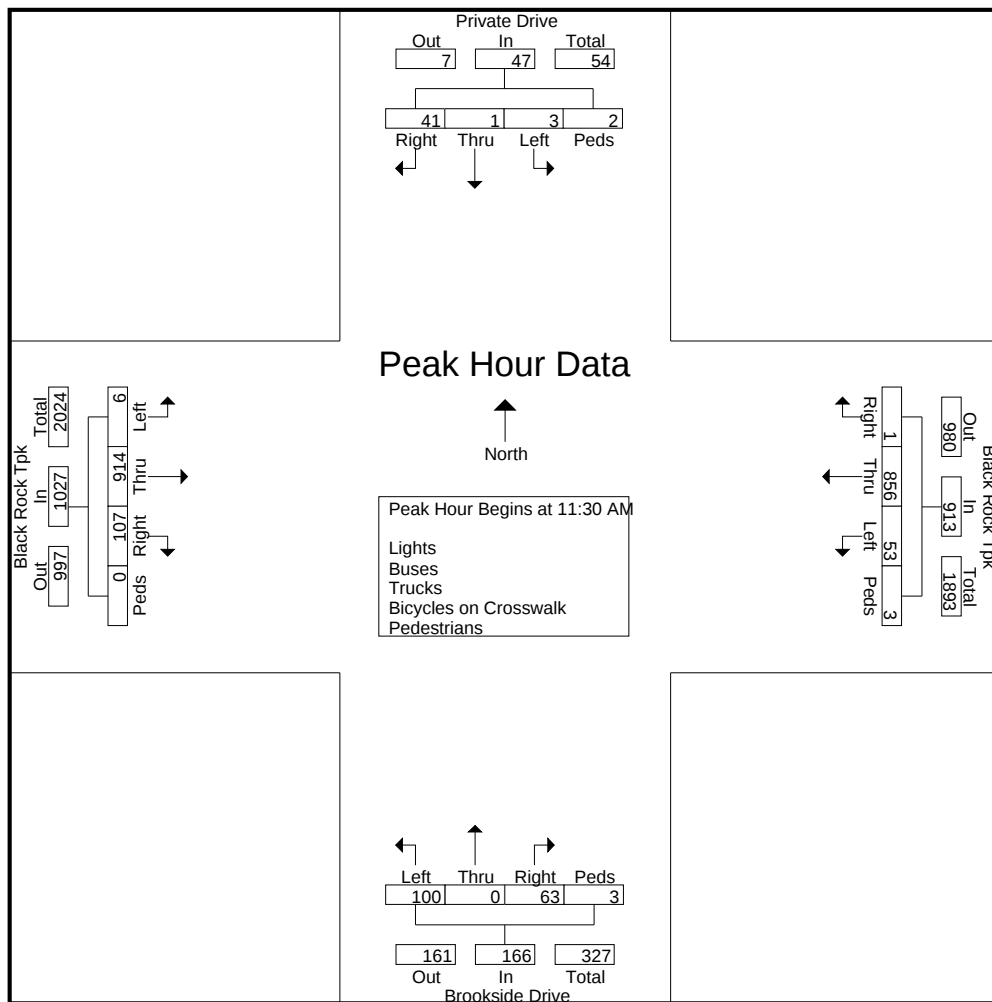
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15807
 Site Code : 15807
 Start Date : 5/6/2017
 Page No : 2

	Private Drive From North					Black Rock Tpk From East					Brookside Drive From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	11	0	0	1	12	0	218	12	1	231	17	0	15	3	35	35	231	2	0	268	546
11:45 AM	12	0	0	0	12	0	219	15	0	234	13	0	29	0	42	21	225	1	0	247	535
12:00 PM	9	1	3	1	14	1	206	13	2	222	12	0	27	0	39	16	228	2	0	246	521
12:15 PM	9	0	0	0	9	0	213	13	0	226	21	0	29	0	50	35	230	1	0	266	551
Total Volume	41	1	3	2	47	1	856	53	3	913	63	0	100	3	166	107	914	6	0	1027	2153
% App. Total	87.2	2.1	6.4	4.3		0.1	93.8	5.8	0.3		38	0	60.2	1.8		10.4	89	0.6	0		
PHF	.854	.250	.250	.500	.839	.250	.977	.883	.375	.975	.750	.000	.862	.250	.830	.764	.989	.750	.000	.958	.977



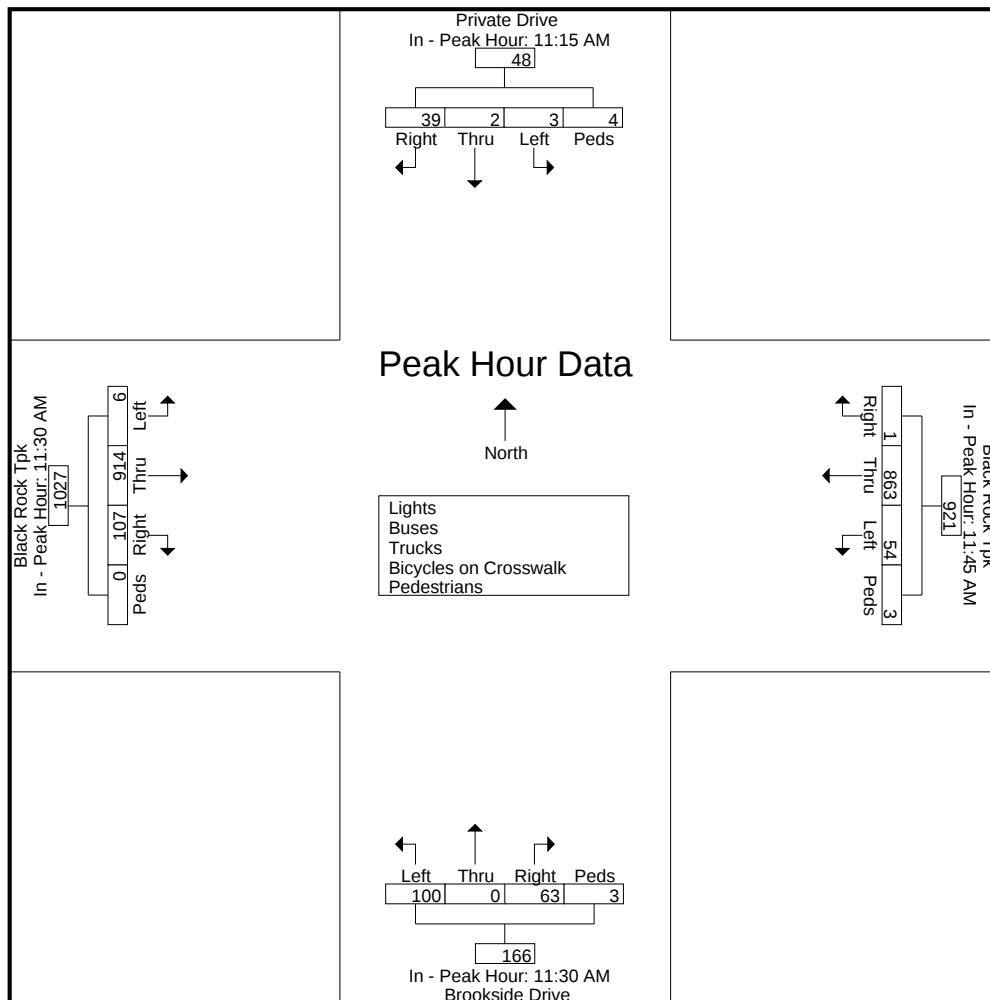
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15807
 Site Code : 15807
 Start Date : 5/6/2017
 Page No : 3

	Private Drive From North					Black Rock Tpk From East					Brookside Drive From South					Black Rock Tpk From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:15 AM					11:45 AM					11:30 AM					11:30 AM					
+0 mins.	7	1	0	2	10	0	219	15	0	234	17	0	15	3	35	35	231	2	0	268	
+15 mins.	11	0	0	1	12	1	206	13	2	222	13	0	29	0	42	21	225	1	0	247	
+30 mins.	12	0	0	0	12	0	213	13	0	226	12	0	27	0	39	16	228	2	0	246	
+45 mins.	9	1	3	1	14	0	225	13	1	239	21	0	29	0	50	35	230	1	0	266	
Total Volume	39	2	3	4	48	1	863	54	3	921	63	0	100	3	166	107	914	6	0	1027	
% App. Total	81.2	4.2	6.2	8.3		0.1	93.7	5.9	0.3		38	0	60.2	1.8		10.4	89	0.6	0		
PHF	.813	.500	.250	.500	.857	.250	.959	.900	.375	.963	.750	.000	.862	.250	.830	.764	.989	.750	.000	.958	



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Black Rock Tpk at Samp Mortar Drive
Fairfield, Connecticut

File Name : 15808
Site Code : 15808
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

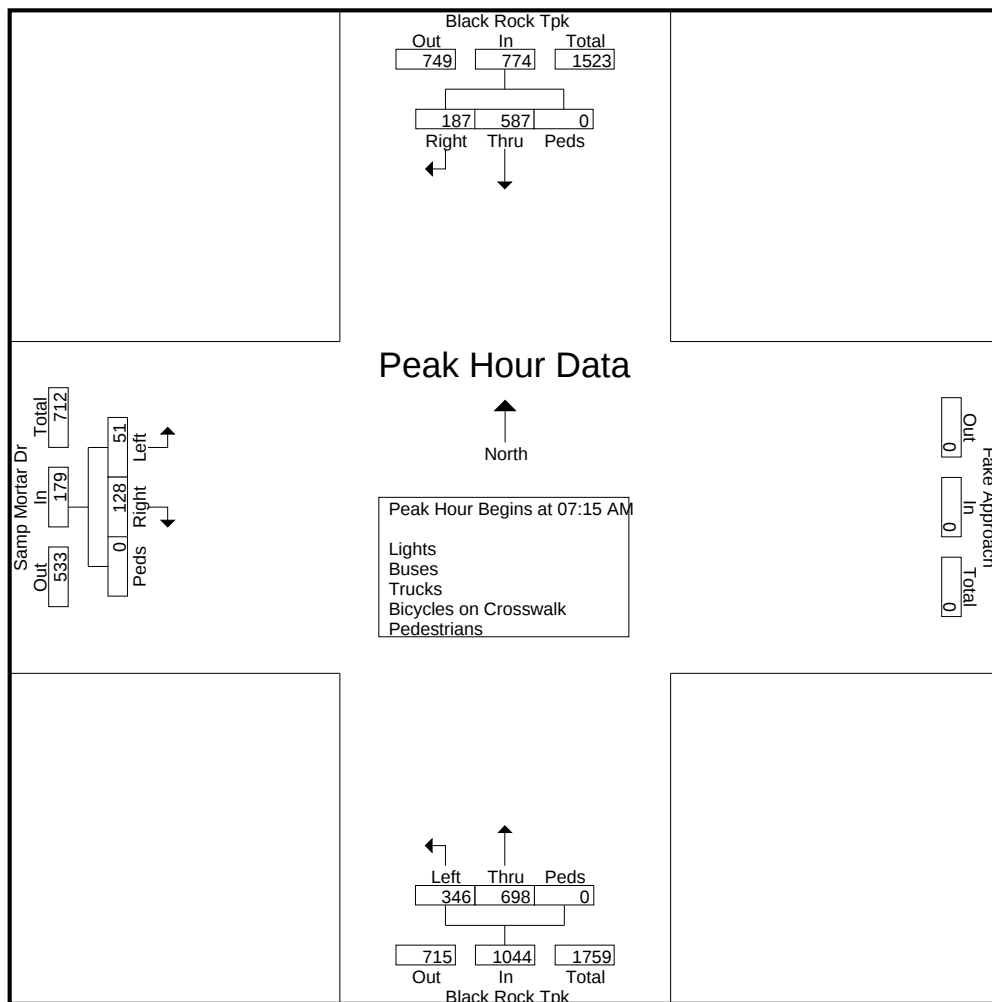
	Black Rock Tpk From North				Black Rock Tpk From South				Samp Mortar Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	41	98	0	139	148	84	0	232	37	11	0	48	419
07:15 AM	61	136	0	197	180	106	0	286	37	9	0	46	529
07:30 AM	43	128	0	171	173	93	0	266	23	6	0	29	466
07:45 AM	40	161	0	201	193	80	0	273	30	20	0	50	524
Total	185	523	0	708	694	363	0	1057	127	46	0	173	1938
08:00 AM	43	162	0	205	152	67	0	219	38	16	0	54	478
08:15 AM	54	184	0	238	175	63	0	238	29	12	0	41	517
08:30 AM	40	169	0	209	133	66	0	199	26	18	0	44	452
08:45 AM	50	194	0	244	131	50	0	181	34	17	1	52	477
Total	187	709	0	896	591	246	0	837	127	63	1	191	1924
Grand Total	372	1232	0	1604	1285	609	0	1894	254	109	1	364	3862
Apprch %	23.2	76.8	0		67.8	32.2	0		69.8	29.9	0.3		
Total %	9.6	31.9	0	41.5	33.3	15.8	0	49	6.6	2.8	0	9.4	
Lights	362	1204	0	1566	1248	595	0	1843	253	99	0	352	3761
% Lights	97.3	97.7	0	97.6	97.1	97.7	0	97.3	99.6	90.8	0	96.7	97.4
Buses	3	10	0	13	15	2	0	17	1	4	0	5	35
% Buses	0.8	0.8	0	0.8	1.2	0.3	0	0.9	0.4	3.7	0	1.4	0.9
Trucks	7	18	0	25	22	12	0	34	0	6	0	6	65
% Trucks	1.9	1.5	0	1.6	1.7	2	0	1.8	0	5.5	0	1.6	1.7
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	100	0.3	0

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 15808
Site Code : 15808
Start Date : 5/4/2017
Page No : 2

	Black Rock Tpk From North				Black Rock Tpk From South				Samp Mortar Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	61	136	0	197	180	106	0	286	37	9	0	46	529
07:30 AM	43	128	0	171	173	93	0	266	23	6	0	29	466
07:45 AM	40	161	0	201	193	80	0	273	30	20	0	50	524
08:00 AM	43	162	0	205	152	67	0	219	38	16	0	54	478
Total Volume	187	587	0	774	698	346	0	1044	128	51	0	179	1997
% App. Total	24.2	75.8	0		66.9	33.1	0		71.5	28.5	0		
PHF	.766	.906	.000	.944	.904	.816	.000	.913	.842	.638	.000	.829	.944



Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

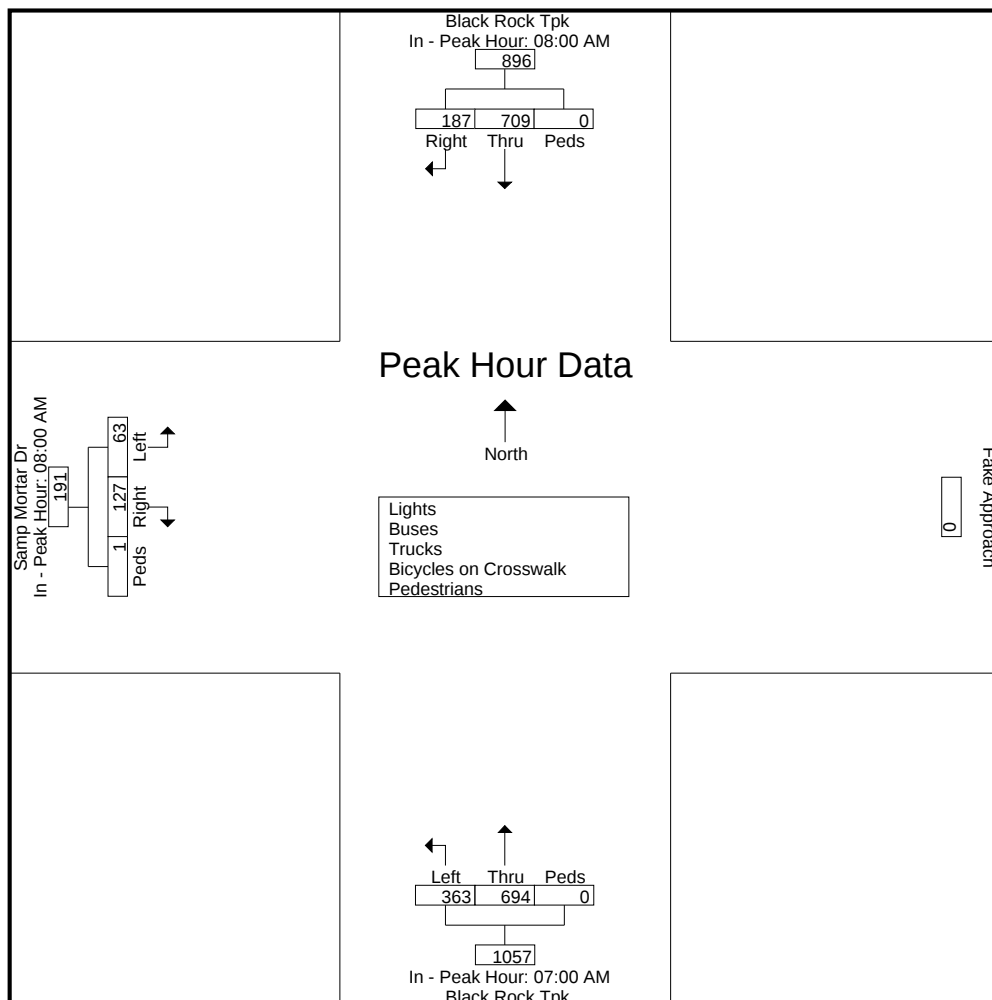
File Name : 15808
Site Code : 15808
Start Date : 5/4/2017
Page No : 3

	Black Rock Tpk From North				Black Rock Tpk From South				Samp Mortar Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				08:00 AM			
+0 mins.	43	162	0	205	148	84	0	232	38	16	0	54
+15 mins.	54	184	0	238	180	106	0	286	29	12	0	41
+30 mins.	40	169	0	209	173	93	0	266	26	18	0	44
+45 mins.	50	194	0	244	193	80	0	273	34	17	1	52
Total Volume	187	709	0	896	694	363	0	1057	127	63	1	191
% App. Total	20.9	79.1	0		65.7	34.3	0		66.5	33	0.5	
PHF	.866	.914	.000	.918	.899	.856	.000	.924	.836	.875	.250	.884



File Name : 15809
Site Code : 15809
Start Date : 5/4/2017
Page No : 1

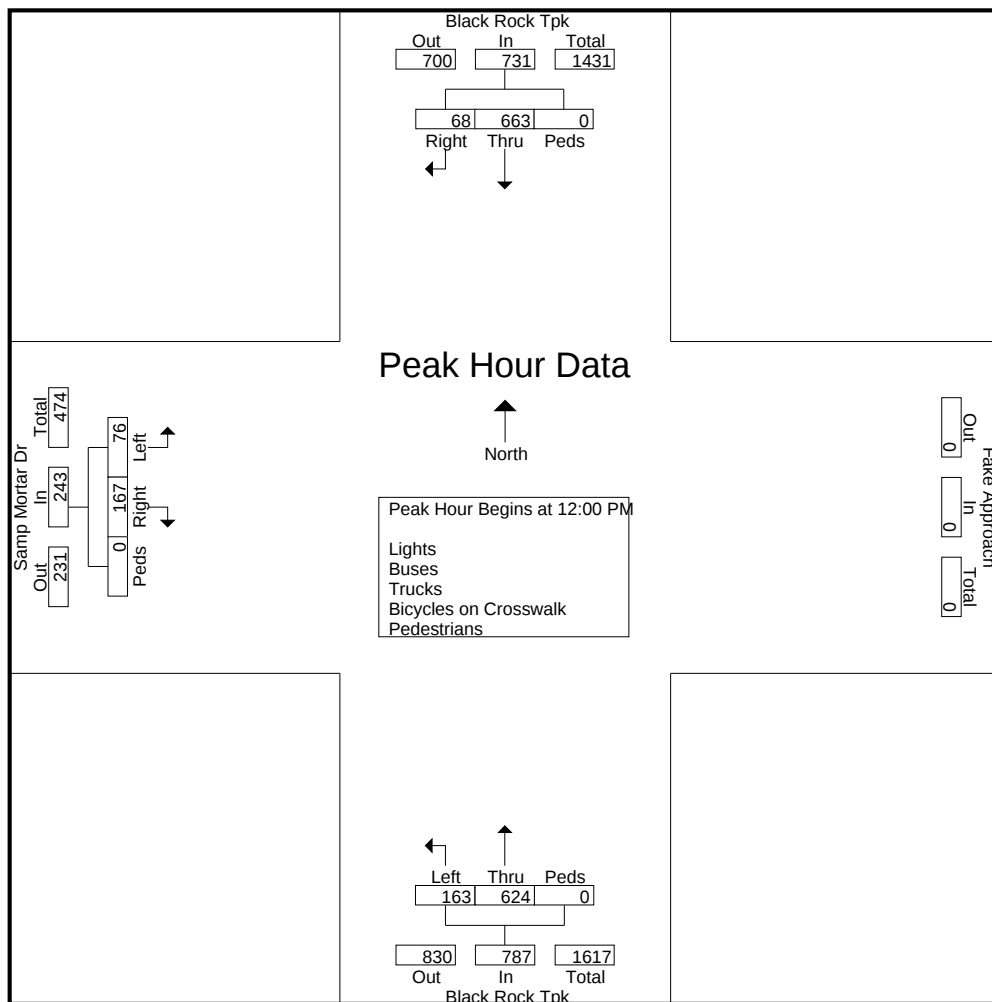
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File Name : 15809
Site Code : 15809
Start Date : 5/4/2017
Page No : 2

	Black Rock Tpk From North				Black Rock Tpk From South				Samp Mortar Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	18	171	0	189	141	35	0	176	49	18	0	67	432
12:15 PM	20	155	0	175	170	29	0	199	50	24	0	74	448
12:30 PM	17	167	0	184	160	68	0	228	33	11	0	44	456
12:45 PM	13	170	0	183	153	31	0	184	35	23	0	58	425
Total Volume	68	663	0	731	624	163	0	787	167	76	0	243	1761
% App. Total	9.3	90.7	0		79.3	20.7	0		68.7	31.3	0		
PHF	.850	.969	.000	.967	.918	.599	.000	.863	.835	.792	.000	.821	.965

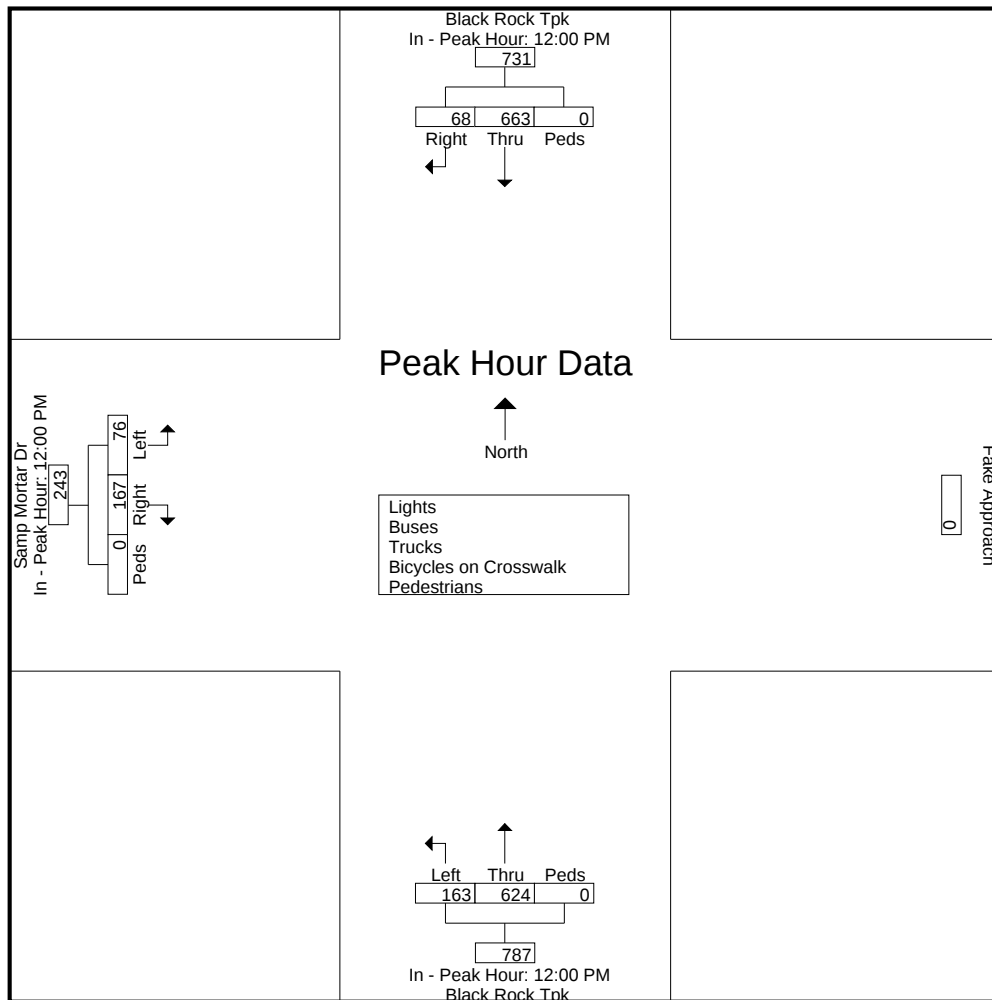


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File Name : 15809
Site Code : 15809
Start Date : 5/4/2017
Page No : 3

	Black Rock Tpk From North				Black Rock Tpk From South				Samp Mortar Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	12:00 PM				12:00 PM				12:00 PM				
+0 mins.	18	171	0	189	141	35	0	176	49	18	0	67	
+15 mins.	20	155	0	175	170	29	0	199	50	24	0	74	
+30 mins.	17	167	0	184	160	68	0	228	33	11	0	44	
+45 mins.	13	170	0	183	153	31	0	184	35	23	0	58	
Total Volume	68	663	0	731	624	163	0	787	167	76	0	243	
% App. Total	9.3	90.7	0		79.3	20.7	0		68.7	31.3	0		
PHF	.850	.969	.000	.967	.918	.599	.000	.863	.835	.792	.000	.821	



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Black Rock Tpk at Samp Mortar Dr
Fairfield, Connecticut

File Name : 15810
Site Code : 15810
Start Date : 5/4/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

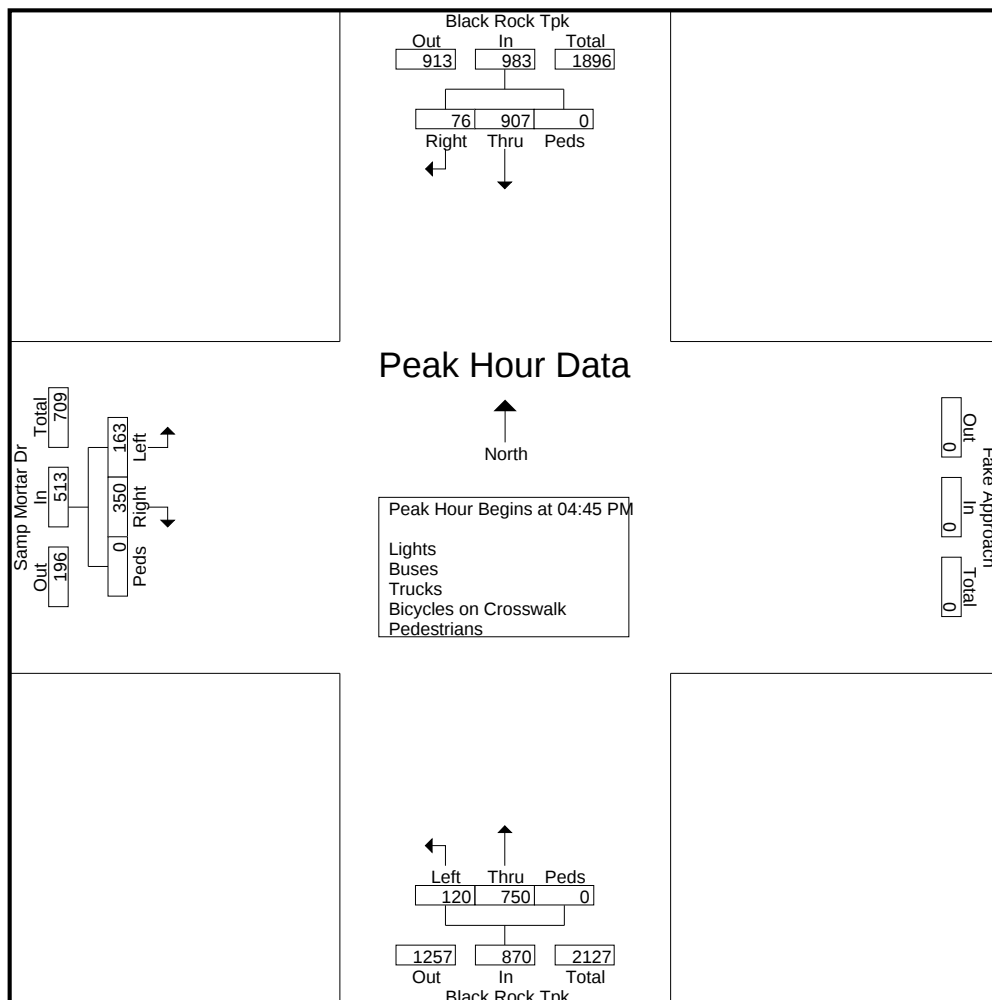
	Black Rock Tpk From North				Black Rock Tpk From South				Samp Mortar Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	27	238	1	266	165	27	0	192	82	33	1	116	574
04:15 PM	25	224	1	250	173	34	0	207	87	31	1	119	576
04:30 PM	21	204	0	225	184	31	0	215	77	41	0	118	558
04:45 PM	21	226	0	247	154	35	0	189	96	35	0	131	567
Total	94	892	2	988	676	127	0	803	342	140	2	484	2275
05:00 PM	21	214	0	235	197	25	0	222	80	43	0	123	580
05:15 PM	19	224	0	243	215	31	0	246	81	36	0	117	606
05:30 PM	15	243	0	258	184	29	0	213	93	49	0	142	613
05:45 PM	28	212	0	240	167	42	0	209	71	40	0	111	560
Total	83	893	0	976	763	127	0	890	325	168	0	493	2359
Grand Total	177	1785	2	1964	1439	254	0	1693	667	308	2	977	4634
Apprch %	9	90.9	0.1		85	15	0		68.3	31.5	0.2		
Total %	3.8	38.5	0	42.4	31.1	5.5	0	36.5	14.4	6.6	0	21.1	
Lights	175	1766	0	1941	1424	253	0	1677	655	305	0	960	4578
% Lights	98.9	98.9	0	98.8	99	99.6	0	99.1	98.2	99	0	98.3	98.8
Buses	1	4	0	5	2	0	0	2	2	0	0	2	9
% Buses	0.6	0.2	0	0.3	0.1	0	0	0.1	0.3	0	0	0.2	0.2
Trucks	1	15	0	16	13	1	0	14	10	3	0	13	43
% Trucks	0.6	0.8	0	0.8	0.9	0.4	0	0.8	1.5	1	0	1.3	0.9
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	1	1	1
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	50	0.1	0
Pedestrians	0	0	2	2	0	0	0	0	0	0	1	1	3
% Pedestrians	0	0	100	0.1	0	0	0	0	0	0	50	0.1	0.1

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File Name : 15810
Site Code : 15810
Start Date : 5/4/2017
Page No : 2

	Black Rock Tpk From North				Black Rock Tpk From South				Samp Mortar Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	21	226	0	247	154	35	0	189	96	35	0	131	567
05:00 PM	21	214	0	235	197	25	0	222	80	43	0	123	580
05:15 PM	19	224	0	243	215	31	0	246	81	36	0	117	606
05:30 PM	15	243	0	258	184	29	0	213	93	49	0	142	613
Total Volume	76	907	0	983	750	120	0	870	350	163	0	513	2366
% App. Total	7.7	92.3	0		86.2	13.8	0		68.2	31.8	0		
PHF	.905	.933	.000	.953	.872	.857	.000	.884	.911	.832	.000	.903	.965

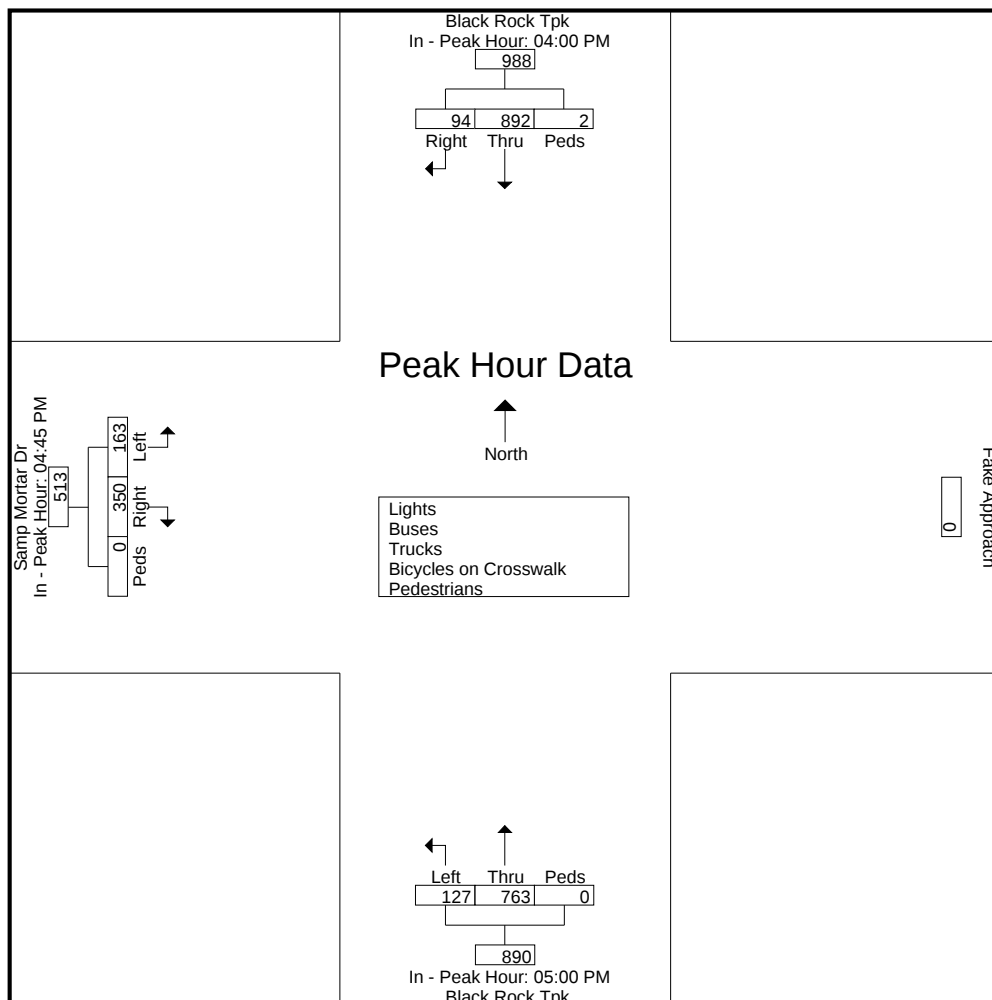


Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 15810
Site Code : 15810
Start Date : 5/4/2017
Page No : 3

	Black Rock Tpk From North				Black Rock Tpk From South				Samp Mortar Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:00 PM				05:00 PM				04:45 PM				
+0 mins.	27	238	1	266	197	25	0	222	96	35	0	131	
+15 mins.	25	224	1	250	215	31	0	246	80	43	0	123	
+30 mins.	21	204	0	225	184	29	0	213	81	36	0	117	
+45 mins.	21	226	0	247	167	42	0	209	93	49	0	142	
Total Volume	94	892	2	988	763	127	0	890	350	163	0	513	
% App. Total	9.5	90.3	0.2		85.7	14.3	0		68.2	31.8	0		
PHF	.870	.937	.500	.929	.887	.756	.000	.904	.911	.832	.000	.903	



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Black Rock Tpk at Samp Mortar Dr
Fairfield, Connecticut

File Name : 15811
Site Code : 15811
Start Date : 5/6/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

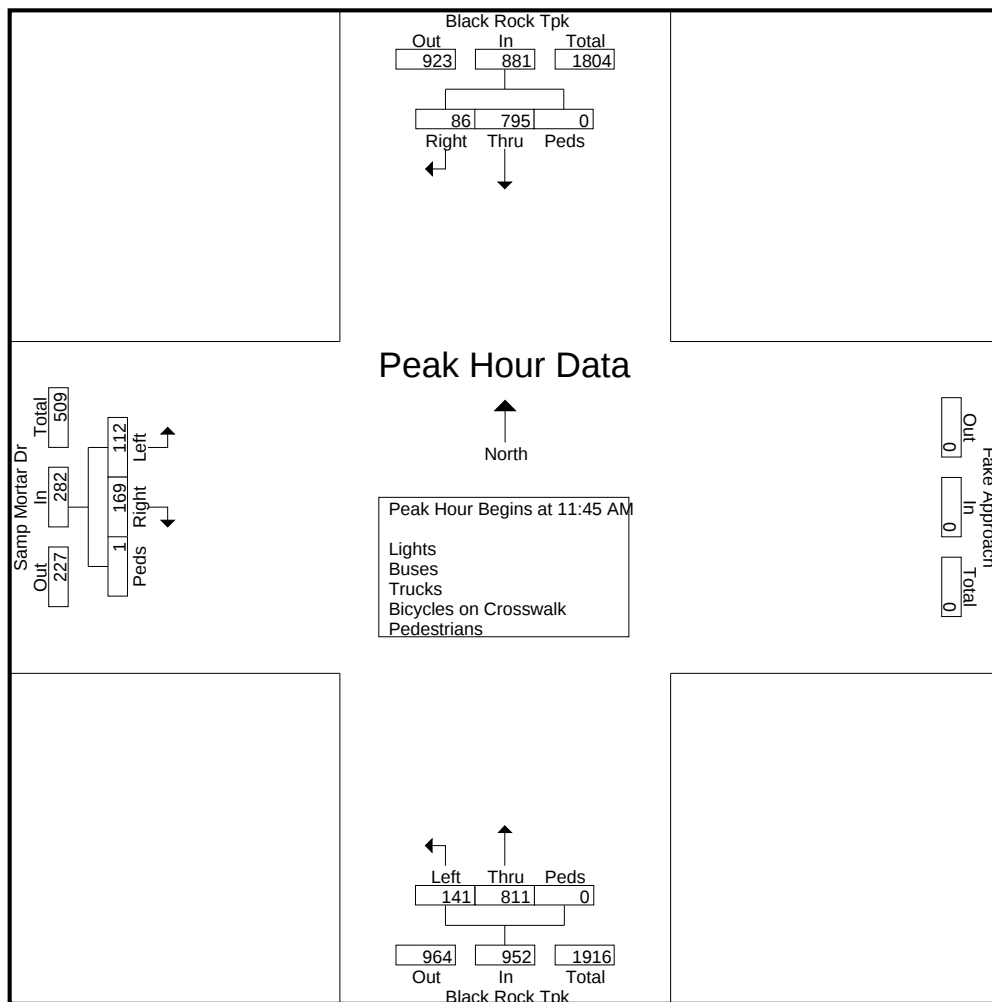
	Black Rock Tpk From North				Black Rock Tpk From South				Samp Mortar Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
11:00 AM	22	156	1	179	178	35	0	213	42	17	0	59	451
11:15 AM	26	180	0	206	177	34	0	211	65	30	0	95	512
11:30 AM	14	201	0	215	183	27	0	210	29	27	0	56	481
11:45 AM	21	183	0	204	211	33	0	244	59	27	0	86	534
Total	83	720	1	804	749	129	0	878	195	101	0	296	1978
12:00 PM	12	201	0	213	187	42	0	229	42	29	1	72	514
12:15 PM	26	220	0	246	206	30	0	236	32	28	0	60	542
12:30 PM	27	191	0	218	207	36	0	243	36	28	0	64	525
12:45 PM	24	198	1	223	178	33	0	211	48	28	0	76	510
Total	89	810	1	900	778	141	0	919	158	113	1	272	2091
Grand Total	172	1530	2	1704	1527	270	0	1797	353	214	1	568	4069
Apprch %	10.1	89.8	0.1		85	15	0		62.1	37.7	0.2		
Total %	4.2	37.6	0	41.9	37.5	6.6	0	44.2	8.7	5.3	0	14	
Lights	170	1523	0	1693	1511	267	0	1778	350	210	0	560	4031
% Lights	98.8	99.5	0	99.4	99	98.9	0	98.9	99.2	98.1	0	98.6	99.1
Buses	1	0	0	1	3	0	0	3	0	0	0	0	4
% Buses	0.6	0	0	0.1	0.2	0	0	0.2	0	0	0	0	0.1
Trucks	1	7	0	8	13	3	0	16	3	4	0	7	31
% Trucks	0.6	0.5	0	0.5	0.9	1.1	0	0.9	0.8	1.9	0	1.2	0.8
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	2	2	0	0	0	0	0	0	1	1	3
% Pedestrians	0	0	100	0.1	0	0	0	0	0	0	100	0.2	0.1

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File Name : 15811
Site Code : 15811
Start Date : 5/6/2017
Page No : 2

	Black Rock Tpk From North				Black Rock Tpk From South				Samp Mortar Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 11:45 AM													
11:45 AM	21	183	0	204	211	33	0	244	59	27	0	86	534
12:00 PM	12	201	0	213	187	42	0	229	42	29	1	72	514
12:15 PM	26	220	0	246	206	30	0	236	32	28	0	60	542
12:30 PM	27	191	0	218	207	36	0	243	36	28	0	64	525
Total Volume	86	795	0	881	811	141	0	952	169	112	1	282	2115
% App. Total	9.8	90.2	0		85.2	14.8	0		59.9	39.7	0.4		
PHF	.796	.903	.000	.895	.961	.839	.000	.975	.716	.966	.250	.820	.976

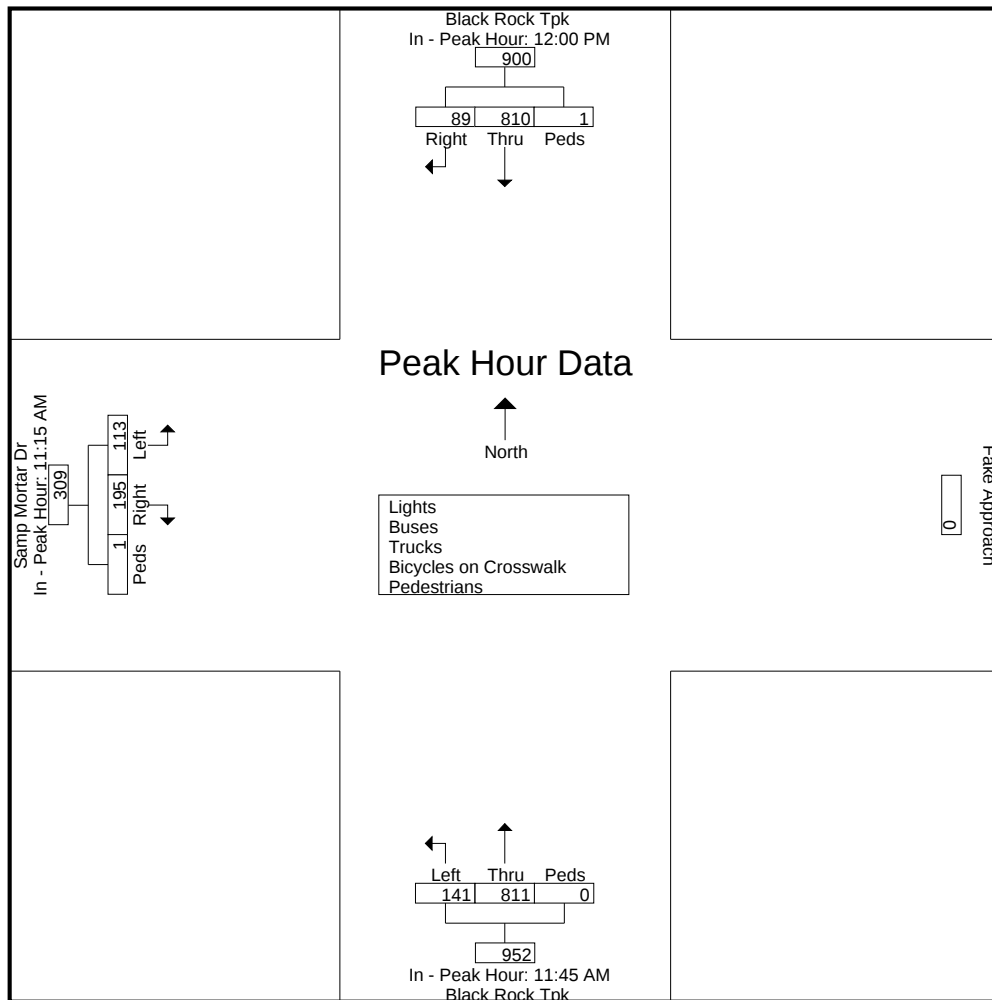


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File Name : 15811
 Site Code : 15811
 Start Date : 5/6/2017
 Page No : 3

	Black Rock Tpk From North				Black Rock Tpk From South				Samp Mortar Dr From West				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	12:00 PM				11:45 AM				11:15 AM				
+0 mins.	12	201	0	213	211	33	0	244	65	30	0	95	
+15 mins.	26	220	0	246	187	42	0	229	29	27	0	56	
+30 mins.	27	191	0	218	206	30	0	236	59	27	0	86	
+45 mins.	24	198	1	223	207	36	0	243	42	29	1	72	
Total Volume	89	810	1	900	811	141	0	952	195	113	1	309	
% App. Total	9.9	90	0.1		85.2	14.8	0		63.1	36.6	0.3		
PHF	.824	.920	.250	.915	.961	.839	.000	.975	.750	.942	.250	.813	



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Black Rock at Tahmore Dr/Old Black Rock
Fairfield, Connecticut

File Name : 15812
Site Code : 15812
Start Date : 5/31/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

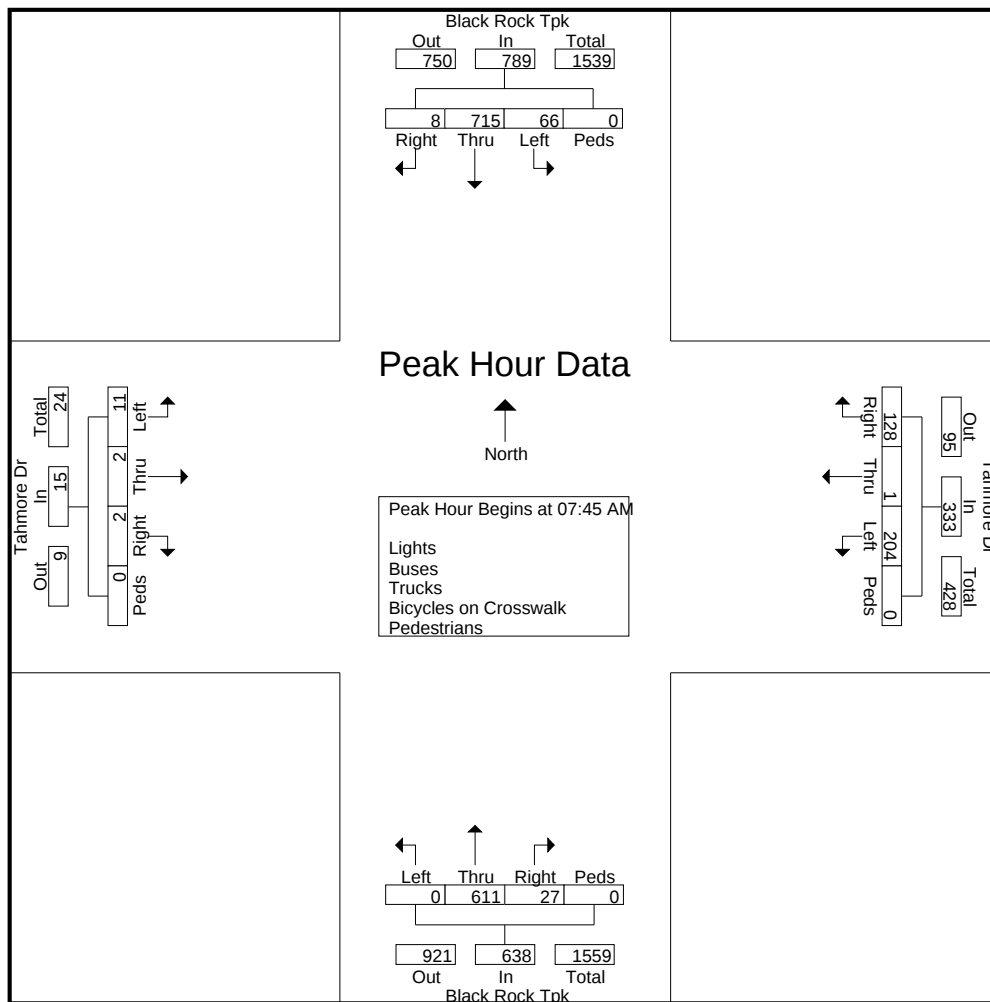
	Black Rock Tpk From North					Tahmore Dr From East					Black Rock Tpk From South					Tahmore Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	120	8	0	130	39	0	35	0	74	7	124	1	0	132	2	1	3	0	6	342
07:15 AM	0	133	9	0	142	36	0	40	0	76	5	144	1	0	150	1	0	4	0	5	373
07:30 AM	1	138	13	0	152	44	0	44	0	88	4	185	1	1	191	1	1	2	0	4	435
07:45 AM	0	170	24	0	194	39	0	60	0	99	7	163	0	0	170	1	0	1	0	2	465
Total	3	561	54	0	618	158	0	179	0	337	23	616	3	1	643	5	2	10	0	17	1615
08:00 AM	3	166	15	0	184	39	0	49	0	88	9	150	0	0	159	0	0	3	0	3	434
08:15 AM	2	179	12	0	193	27	0	49	0	76	4	146	0	0	150	1	1	5	0	7	426
08:30 AM	3	200	15	0	218	23	1	46	0	70	7	152	0	0	159	0	1	2	0	3	450
08:45 AM	1	200	18	0	219	22	0	18	0	40	6	130	0	0	136	1	0	1	0	2	397
Total	9	745	60	0	814	111	1	162	0	274	26	578	0	0	604	2	2	11	0	15	1707
Grand Total	12	1306	114	0	1432	269	1	341	0	611	49	1194	3	1	1247	7	4	21	0	32	3322
Apprch %	0.8	91.2	8	0		44	0.2	55.8	0		3.9	95.7	0.2	0.1		21.9	12.5	65.6	0		
Total %	0.4	39.3	3.4	0	43.1	8.1	0	10.3	0	18.4	1.5	35.9	0.1	0	37.5	0.2	0.1	0.6	0	1	
Lights	11	1275										1156									
% Lights	91.7	97.6	96.5	0	97.5	98.1	100	99.1	0	98.7	91.8	96.8	100	0	96.6	85.7	100	95.2	0	93.8	97.3
Buses	1	10	4	0	15	5	0	1	0	6	2	15	0	0	17	1	0	1	0	2	40
% Buses	8.3	0.8	3.5	0	1	1.9	0	0.3	0	1	4.1	1.3	0	0	1.4	14.3	0	4.8	0	6.2	1.2
Trucks	0	21	0	0	21	0	0	2	0	2	2	23	0	0	25	0	0	0	0	0	48
% Trucks	0	1.6	0	0	1.5	0	0	0.6	0	0.3	4.1	1.9	0	0	2	0	0	0	0	0	1.4
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0	0	0	0	0	0

Connecticut Counts LLC

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File Name : 15812
Site Code : 15812
Start Date : 5/31/2017
Page No : 2

	Black Rock Tpk From North					Tahmore Dr From East					Black Rock Tpk From South					Tahmore Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	170	24	0	194	39	0	60	0	99	7	163	0	0	170	1	0	1	0	2	465
08:00 AM	3	166	15	0	184	39	0	49	0	88	9	150	0	0	159	0	0	3	0	3	434
08:15 AM	2	179	12	0	193	27	0	49	0	76	4	146	0	0	150	1	1	5	0	7	426
08:30 AM	3	200	15	0	218	23	1	46	0	70	7	152	0	0	159	0	1	2	0	3	450
Total Volume	8	715	66	0	789	128	1	204	0	333	27	611	0	0	638	2	2	11	0	15	1775
% App. Total	1	90.6	8.4	0		38.4	0.3	61.3	0		4.2	95.8	0	0		13.3	13.3	73.3	0		
PHF	.667	.894	.688	.000	.905	.821	.250	.850	.000	.841	.750	.937	.000	.000	.938	.500	.500	.550	.000	.536	.954



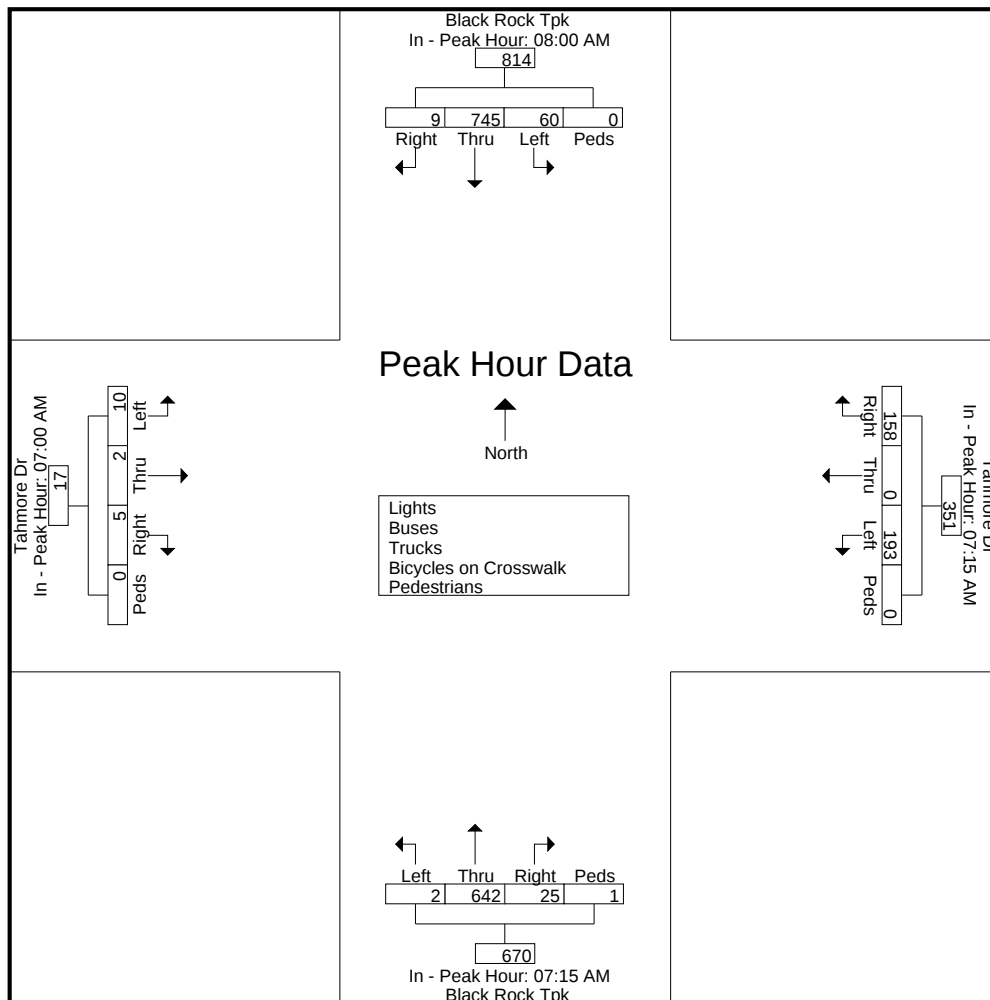
Connecticut Counts LLC

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File Name : 15812
 Site Code : 15812
 Start Date : 5/31/2017
 Page No : 3

	Black Rock Tpk From North					Tahmore Dr From East					Black Rock Tpk From South					Tahmore Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:00 AM					07:15 AM					07:15 AM					07:00 AM					
+0 mins.	3	166	15	0	184	36	0	40	0	76	5	144	1	0	150	2	1	3	0	6	
+15 mins.	2	179	12	0	193	44	0	44	0	88	4	185	1	1	191	1	0	4	0	5	
+30 mins.	3	200	15	0	218	39	0	60	0	99	7	163	0	0	170	1	1	2	0	4	
+45 mins.	1	200	18	0	219	39	0	49	0	88	9	150	0	0	159	1	0	1	0	2	
Total Volume	9	745	60	0	814	158	0	193	0	351	25	642	2	1	670	5	2	10	0	17	
% App. Total	1.1	91.5	7.4	0		45	0	55	0		3.7	95.8	0.3	0.1		29.4	11.8	58.8	0		
PHF	.750	.931	.833	.000	.929	.898	.000	.804	.000	.886	.694	.868	.500	.250	.877	.625	.500	.625	.000	.708	



Connecticut Counts LLC

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Black Rock at Tahmore Dr/Old Black Rock
Fairfield, Connecticut

File Name : 15813
Site Code : 15813
Start Date : 6/8/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Black Rock Tpk From North					Tahmore Dr From East					Black Rock Tpk From South					Old Black Rock From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	1	148	8	0	157	10	0	8	0	18	11	118	2	0	131	1	0	1	0	2	308
11:15 AM	1	156	11	0	168	13	1	11	0	25	14	168	1	0	183	0	1	2	0	3	379
11:30 AM	1	147	16	0	164	13	0	11	0	24	7	151	0	0	158	1	0	2	0	3	349
11:45 AM	2	175	13	0	190	21	0	10	1	32	11	142	0	0	153	0	0	2	0	2	377
Total	5	626	48	0	679	57	1	40	1	99	43	579	3	0	625	2	1	7	0	10	1413
12:00 PM	2	149	10	0	161	12	0	12	0	24	14	164	0	0	178	0	0	3	0	3	366
12:15 PM	1	183	12	0	196	14	0	12	0	26	11	169	1	0	181	0	0	1	0	1	404
12:30 PM	1	177	11	0	189	10	0	9	0	19	16	145	1	1	163	0	0	1	1	2	373
12:45 PM	1	175	22	0	198	8	0	10	0	18	18	147	3	1	169	1	0	1	1	3	388
Total	5	684	55	0	744	44	0	43	0	87	59	625	5	2	691	1	0	6	2	9	1531
Grand Total	10	1310	103	0	1423	101	1	83	1	186	102	1204	8	2	1316	3	1	13	2	19	2944
Apprch %	0.7	92.1	7.2	0		54.3	0.5	44.6	0.5		7.8	91.5	0.6	0.2		15.8	5.3	68.4	10.5		
Total %	0.3	44.5	3.5	0	48.3	3.4	0	2.8	0	6.3	3.5	40.9	0.3	0.1	44.7	0.1	0	0.4	0.1	0.6	
Lights	9	1288									1167										
% Lights	90	98.3	98.1	0	98.2	97	100	98.8	0	97.3	98	96.9	87.5	0	96.8	66.7	100	92.3	0	78.9	97.4
Buses	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	1	0.2	0	0	0.2	0	0	0	0	0	0.2
Trucks	1	19	2	0	22	3	0	1	0	4	1	35	1	0	37	1	0	1	0	2	65
% Trucks	10	1.5	1.9	0	1.5	3	0	1.2	0	2.2	1	2.9	12.5	0	2.8	33.3	0	7.7	0	10.5	2.2
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	2	2	5
% Pedestrians	0	0	0	0	0	0	0	0	100	0.5	0	0	0	100	0.2	0	0	0	100	10.5	0.2

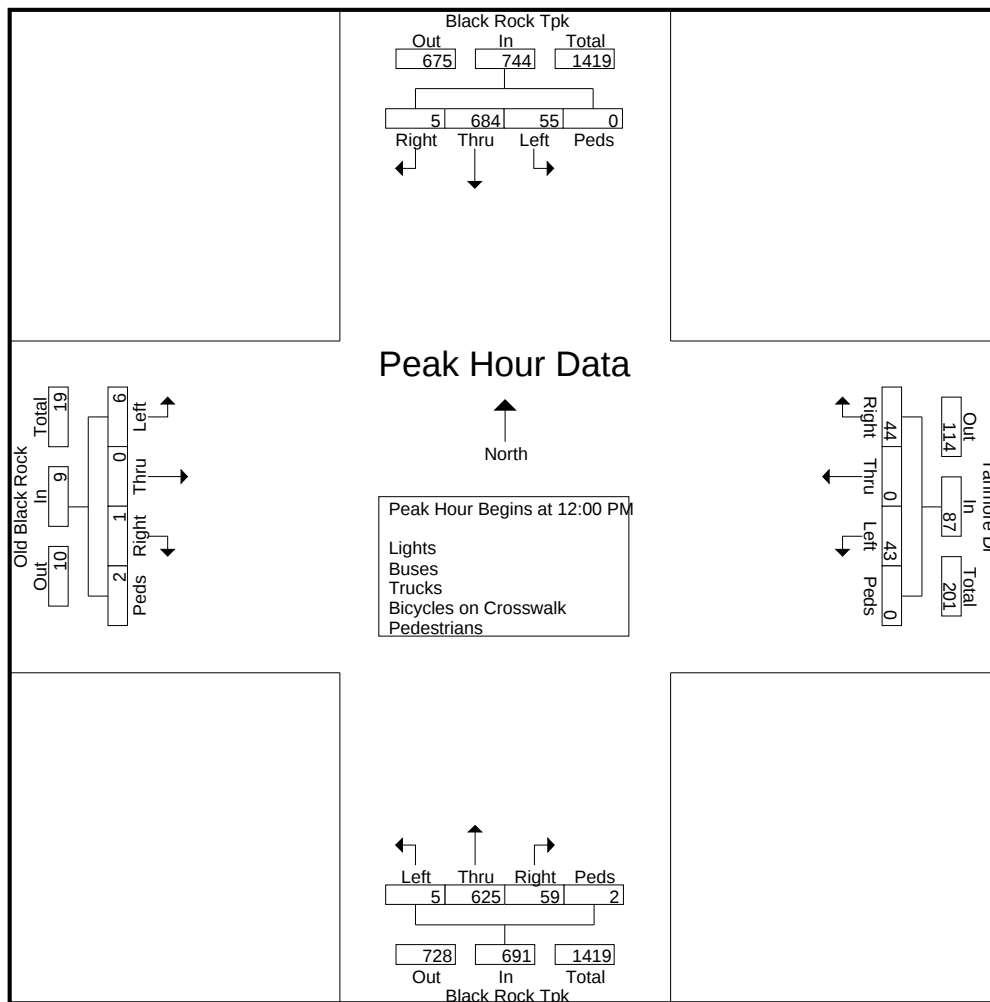
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15813
 Site Code : 15813
 Start Date : 6/8/2017
 Page No : 2

	Black Rock Tpk From North					Tahmore Dr From East					Black Rock Tpk From South					Old Black Rock From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	2	149	10	0	161	12	0	12	0	24	14	164	0	0	178	0	0	3	0	3	366
12:15 PM	1	183	12	0	196	14	0	12	0	26	11	169	1	0	181	0	0	1	0	1	404
12:30 PM	1	177	11	0	189	10	0	9	0	19	16	145	1	1	163	0	0	1	1	2	373
12:45 PM	1	175	22	0	198	8	0	10	0	18	18	147	3	1	169	1	0	1	1	3	388
Total Volume	5	684	55	0	744	44	0	43	0	87	59	625	5	2	691	1	0	6	2	9	1531
% App. Total	0.7	91.9	7.4	0		50.6	0	49.4	0		8.5	90.4	0.7	0.3		11.1	0	66.7	22.2		
PHF	.625	.934	.625	.000	.939	.786	.000	.896	.000	.837	.819	.925	.417	.500	.954	.250	.000	.500	.500	.750	.947



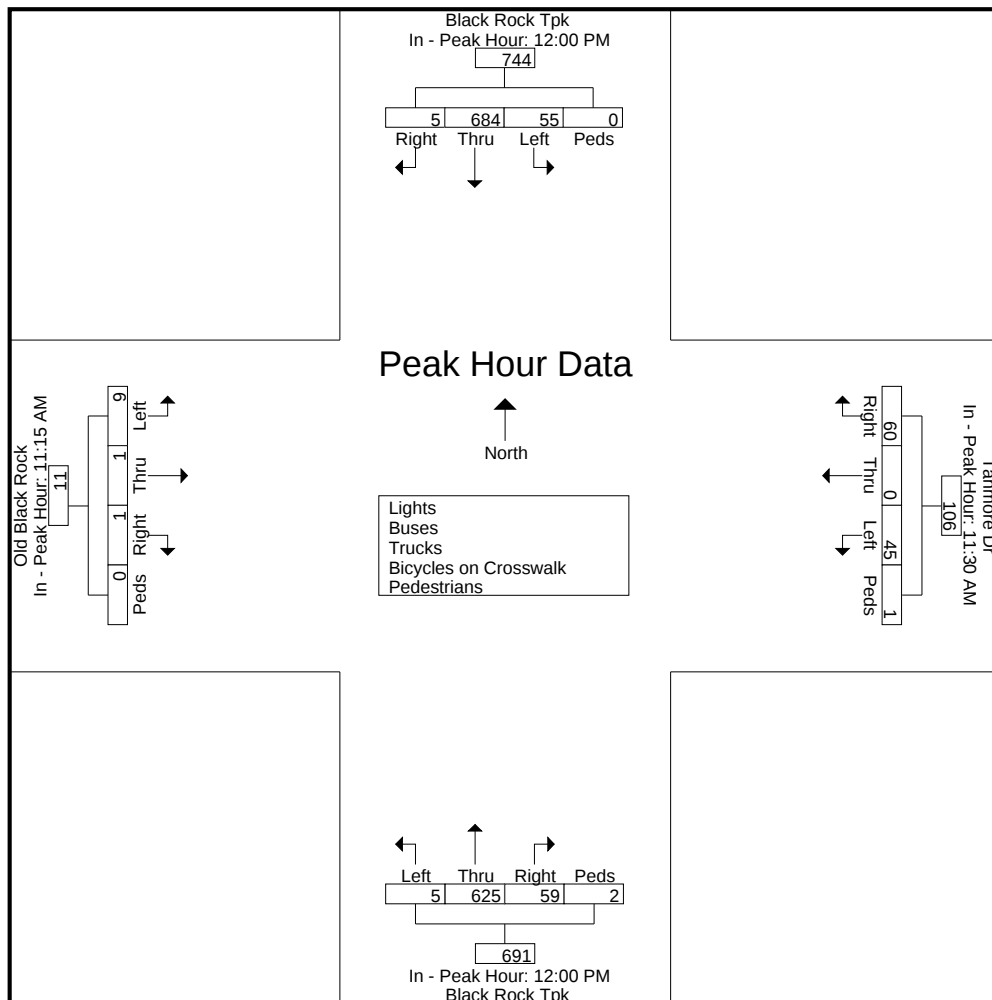
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15813
 Site Code : 15813
 Start Date : 6/8/2017
 Page No : 3

	Black Rock Tpk From North					Tahmore Dr From East					Black Rock Tpk From South					Old Black Rock From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	12:00 PM					11:30 AM					12:00 PM					11:15 AM					
+0 mins.	2	149	10	0	161	13	0	11	0	24	14	164	0	0	178	0	1	2	0	3	
+15 mins.	1	183	12	0	196	21	0	10	1	32	11	169	1	0	181	1	0	2	0	3	
+30 mins.	1	177	11	0	189	12	0	12	0	24	16	145	1	1	163	0	0	2	0	2	
+45 mins.	1	175	22	0	198	14	0	12	0	26	18	147	3	1	169	0	0	3	0	3	
Total Volume	5	684	55	0	744	60	0	45	1	106	59	625	5	2	691	1	1	9	0	11	
% App. Total	0.7	91.9	7.4	0		56.6	0	42.5	0.9		8.5	90.4	0.7	0.3		9.1	9.1	81.8	0		
PHF	.625	.934	.625	.000	.939	.714	.000	.938	.250	.828	.819	.925	.417	.500	.954	.250	.250	.750	.000	.917	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Tahmore/Old Black Rock
Fairfield, Connecticut

File Name : 15814
Site Code : 15814
Start Date : 5/31/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

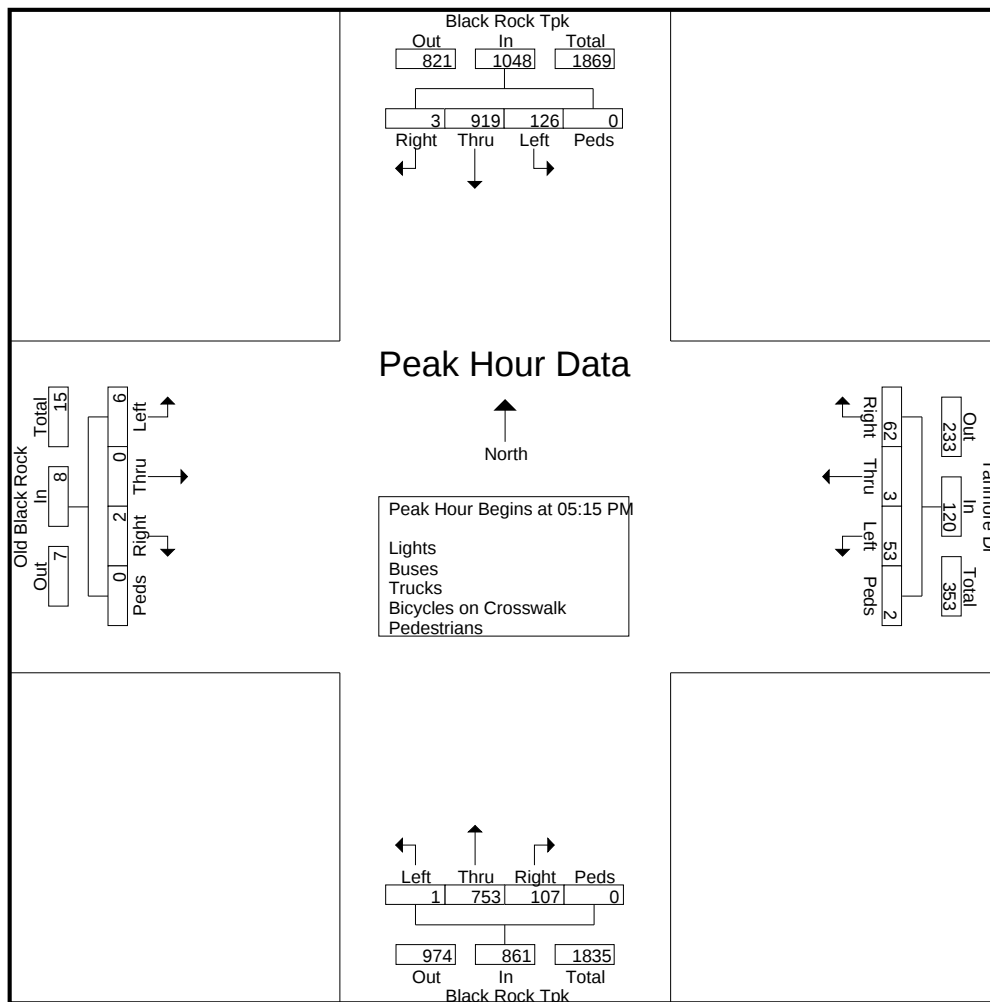
	Black Rock Tpk From North					Tahmore Dr From East					Black Rock Tpk From South					Old Black Rock From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:45 PM	3	237	25	0	265	12	2	15	0	29	26	154	3	0	183	1	1	1	0	3	480
Total	3	237	25	0	265	12	2	15	0	29	26	154	3	0	183	1	1	1	0	3	480
04:00 PM	4	224	37	0	265	15	0	21	0	36	27	137	0	1	165	1	0	3	0	4	470
04:15 PM	1	192	35	0	228	15	1	17	0	33	24	146	0	1	171	0	0	0	0	0	432
04:30 PM	3	203	33	0	239	18	0	11	0	29	26	189	0	0	215	2	1	0	0	3	486
04:45 PM	4	197	17	0	218	8	0	14	0	22	31	193	0	0	224	0	2	2	0	4	468
Total	12	816	122	0	950	56	1	63	0	120	108	665	0	2	775	3	3	5	0	11	1856
05:00 PM	3	210	28	0	241	10	1	9	0	20	21	217	3	0	241	0	0	4	0	4	506
05:15 PM	1	232	27	0	260	18	1	14	0	33	36	177	0	0	213	1	0	3	0	4	510
05:30 PM	1	269	31	0	301	9	0	15	2	26	24	172	1	0	197	0	0	0	0	0	524
05:45 PM	0	210	35	0	245	17	2	13	0	32	25	191	0	0	216	0	0	2	0	2	495
Total	5	921	121	0	1047	54	4	51	2	111	106	757	4	0	867	1	0	9	0	10	2035
06:00 PM	1	208	33	0	242	18	0	11	0	29	22	213	0	0	235	1	0	1	0	2	508
Grand Total	21	2182	301	0	2504	140	7	140	2	289	262	1789	7	2	2060	6	4	16	0	26	4879
Apprch %	0.8	87.1	12	0		48.4	2.4	48.4	0.7		12.7	86.8	0.3	0.1		23.1	15.4	61.5	0		
Total %	0.4	44.7	6.2	0	51.3	2.9	0.1	2.9	0	5.9	5.4	36.7	0.1	0	42.2	0.1	0.1	0.3	0	0.5	
Lights	21	2153									1781										
% Lights	100	98.7	98	0	98.6	97.9	100	99.3	0	97.9	99.6	99.6	100	0	99.5	100	75	100	0	96.2	98.9
Buses	0	9	2	0	11	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	12
% Buses	0	0.4	0.7	0	0.4	0	0	0	0	0	0	0	0	0	0	0	25	0	0	3.8	0.2
Trucks	0	20	4	0	24	3	0	1	0	4	1	8	0	0	9	0	0	0	0	0	37
% Trucks	0	0.9	1.3	0	1	2.1	0	0.7	0	1.4	0.4	0.4	0	0	0.4	0	0	0	0	0	0.8
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	4
% Pedestrians	0	0	0	0	0	0	0	0	100	0.7	0	0	0	100	0.1	0	0	0	0	0	0.1

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 15814
Site Code : 15814
Start Date : 5/31/2017
Page No : 2

	Black Rock Tpk From North					Tahmore Dr From East					Black Rock Tpk From South					Old Black Rock From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:45 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	1	232	27	0	260	18	1	14	0	33	36	177	0	0	213	1	0	3	0	4	510
05:30 PM	1	269	31	0	301	9	0	15	2	26	24	172	1	0	197	0	0	0	0	0	524
05:45 PM	0	210	35	0	245	17	2	13	0	32	25	191	0	0	216	0	0	2	0	2	495
06:00 PM	1	208	33	0	242	18	0	11	0	29	22	213	0	0	235	1	0	1	0	2	508
Total Volume	3	919	126	0	1048	62	3	53	2	120	107	753	1	0	861	2	0	6	0	8	2037
% App. Total	0.3	87.7	12	0		51.7	2.5	44.2	1.7		12.4	87.5	0.1	0		25	0	75	0		
PHF	.750	.854	.900	.000	.870	.861	.375	.883	.250	.909	.743	.884	.250	.000	.916	.500	.000	.500	.000	.500	.972



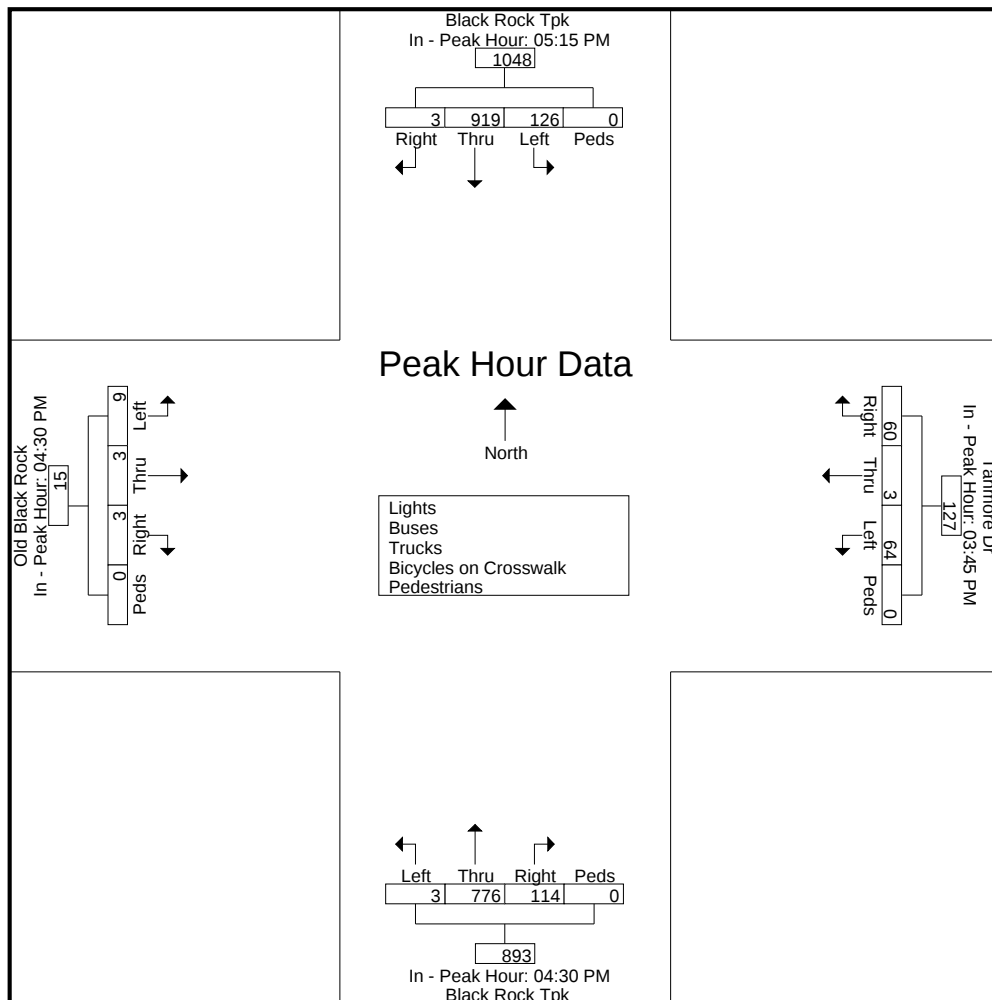
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15814
 Site Code : 15814
 Start Date : 5/31/2017
 Page No : 3

	Black Rock Tpk From North					Tahmore Dr From East					Black Rock Tpk From South					Old Black Rock From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:45 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:15 PM					03:45 PM					04:30 PM					04:30 PM					
+0 mins.	1	232	27	0	260	12	2	15	0	29	26	189	0	0	215	2	1	0	0	3	
+15 mins.	1	269	31	0	301	15	0	21	0	36	31	193	0	0	224	0	2	2	0	4	
+30 mins.	0	210	35	0	245	15	1	17	0	33	21	217	3	0	241	0	0	4	0	4	
+45 mins.	1	208	33	0	242	18	0	11	0	29	36	177	0	0	213	1	0	3	0	4	
Total Volume	3	919	126	0	1048	60	3	64	0	127	114	776	3	0	893	3	3	9	0	15	
% App. Total	0.3	87.7	12	0		47.2	2.4	50.4	0		12.8	86.9	0.3	0		20	20	60	0		
PHF	.750	.854	.900	.000	.870	.833	.375	.762	.000	.882	.792	.894	.250	.000	.926	.375	.375	.563	.000	.938	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk at Tahmore/Old Black Rock
Fairfield, Connecticut

File Name : 15815
Site Code : 15815
Start Date : 6/3/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Bicycles on Crosswalk - Pedestrians

	Black Rock Tpk From North					Tahmore Dr From East					Black Rock Tpk From South					Old Black Rock From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	3	225	19	0	247	18	1	17	0	36	19	184	1	1	205	0	0	2	0	2	490
11:15 AM	1	214	14	0	229	21	1	17	0	39	21	194	0	0	215	1	0	2	0	3	486
11:30 AM	2	234	23	0	259	17	0	24	0	41	12	190	1	0	203	1	1	1	0	3	506
11:45 AM	3	206	13	0	222	35	0	13	0	48	23	206	0	0	229	0	0	2	0	2	501
Total	9	879	69	0	957	91	2	71	0	164	75	774	2	1	852	2	1	7	0	10	1983
12:00 PM	2	191	17	0	210	32	0	17	0	49	17	184	1	0	202	0	0	1	0	1	462
12:15 PM	3	194	32	0	229	16	0	23	0	39	24	194	0	0	218	0	0	1	0	1	487
12:30 PM	1	232	18	0	251	23	0	11	0	34	24	210	1	0	235	0	0	1	0	1	521
12:45 PM	1	224	26	0	251	14	0	18	0	32	18	212	0	0	230	0	1	2	0	3	516
Total	7	841	93	0	941	85	0	69	0	154	83	800	2	0	885	0	1	5	0	6	1986
Grand Total	16	1720	162	0	1898	176	2	140	0	318	158	1574	4	1	1737	2	2	12	0	16	3969
Apprch %	0.8	90.6	8.5	0		55.3	0.6	44	0		9.1	90.6	0.2	0.1		12.5	12.5	75	0		
Total %	0.4	43.3	4.1	0	47.8	4.4	0.1	3.5	0	8	4	39.7	0.1	0	43.8	0.1	0.1	0.3	0	0.4	
Lights	15	1699									1555										
% Lights	93.8	98.8	99.4	0	98.8	98.9	100	97.9	0	98.4	97.5	98.8	100	0	98.6	50	100	100	0	93.8	98.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	1	21	1	0	23	2	0	3	0	5	4	19	0	0	23	1	0	0	0	1	52
% Trucks	6.2	1.2	0.6	0	1.2	1.1	0	2.1	0	1.6	2.5	1.2	0	0	1.3	50	0	0	0	6.2	1.3
Bicycles on Crosswalk																					
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0.1	0	0	0	0	0	0

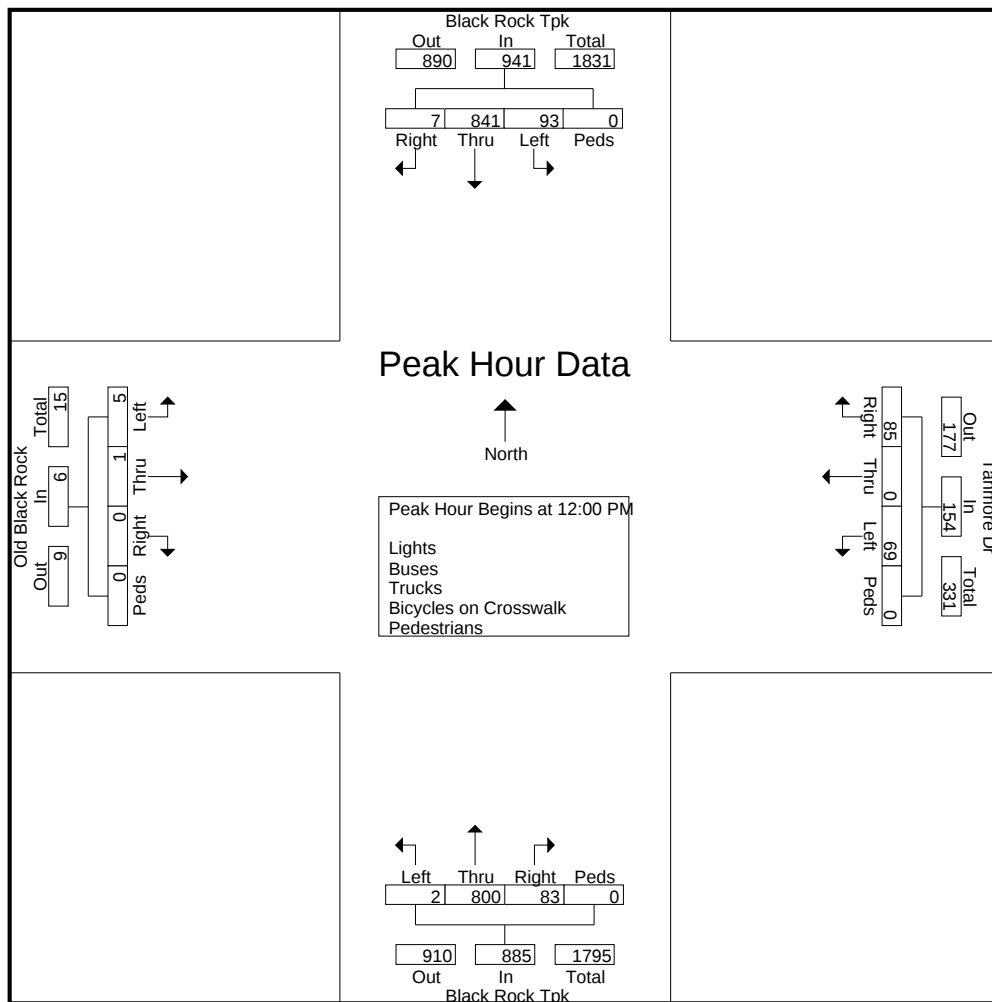
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15815
 Site Code : 15815
 Start Date : 6/3/2017
 Page No : 2

	Black Rock Tpk From North					Tahmore Dr From East					Black Rock Tpk From South					Old Black Rock From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	2	191	17	0	210	32	0	17	0	49	17	184	1	0	202	0	0	1	0	1	462
12:15 PM	3	194	32	0	229	16	0	23	0	39	24	194	0	0	218	0	0	1	0	1	487
12:30 PM	1	232	18	0	251	23	0	11	0	34	24	210	1	0	235	0	0	1	0	1	521
12:45 PM	1	224	26	0	251	14	0	18	0	32	18	212	0	0	230	0	1	2	0	3	516
Total Volume	7	841	93	0	941	85	0	69	0	154	83	800	2	0	885	0	1	5	0	6	1986
% App. Total	0.7	89.4	9.9	0		55.2	0	44.8	0		9.4	90.4	0.2	0		0	16.7	83.3	0		
PHF	.583	.906	.727	.000	.937	.664	.000	.750	.000	.786	.865	.943	.500	.000	.941	.000	.250	.625	.000	.500	.953



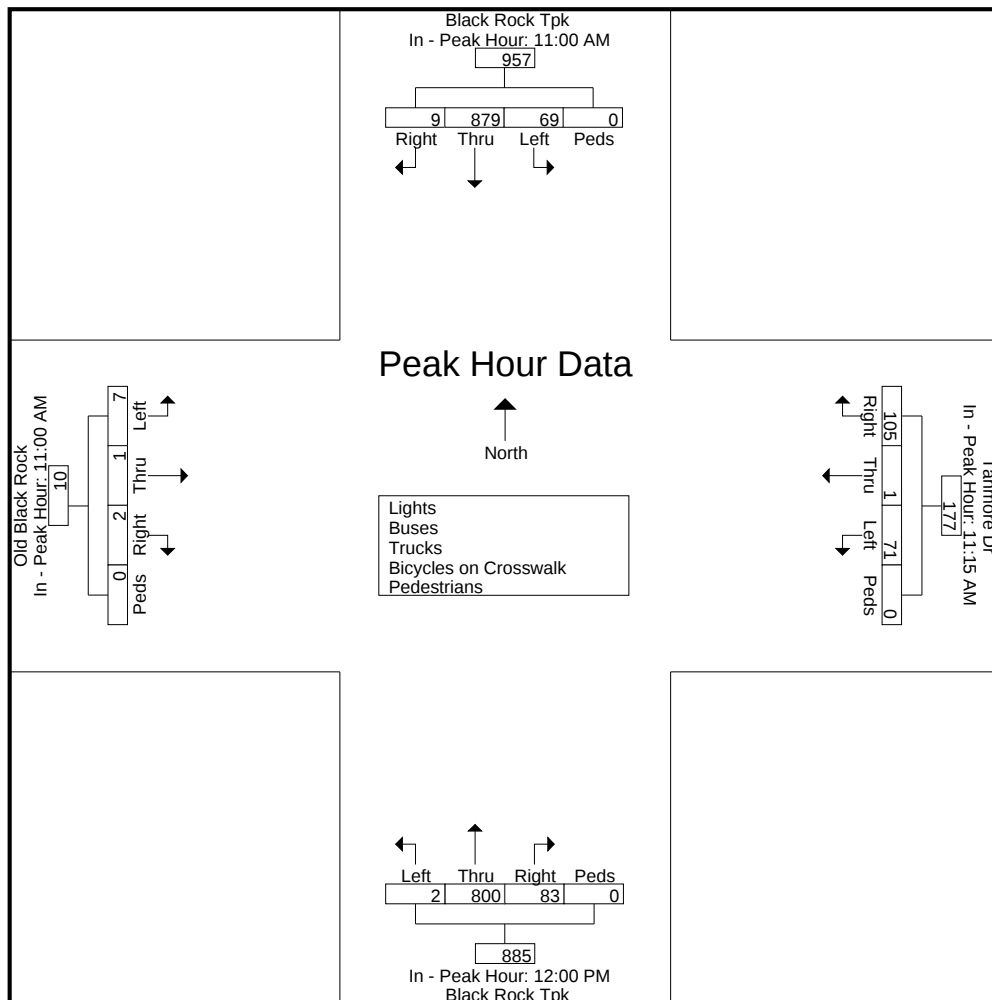
Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

File Name : 15815
 Site Code : 15815
 Start Date : 6/3/2017
 Page No : 3

	Black Rock Tpk From North					Tahmore Dr From East					Black Rock Tpk From South					Old Black Rock From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:00 AM					11:15 AM					12:00 PM					11:00 AM					
+0 mins.	3	225	19	0	247	21	1	17	0	39	17	184	1	0	202	0	0	2	0	2	
+15 mins.	1	214	14	0	229	17	0	24	0	41	24	194	0	0	218	1	0	2	0	3	
+30 mins.	2	234	23	0	259	35	0	13	0	48	24	210	1	0	235	1	1	1	0	3	
+45 mins.	3	206	13	0	222	32	0	17	0	49	18	212	0	0	230	0	0	2	0	2	
Total Volume	9	879	69	0	957	105	1	71	0	177	83	800	2	0	885	2	1	7	0	10	
% App. Total	0.9	91.8	7.2	0		59.3	0.6	40.1	0		9.4	90.4	0.2	0		20	10	70	0		
PHF	.750	.939	.750	.000	.924	.750	.250	.740	.000	.903	.865	.943	.500	.000	.941	.500	.250	.875	.000	.833	



Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk West of Candlewood Rd
Fairfield, Connecticut

Site Code:
Station ID: 4326

Latitude: 0' 0.0000 Undefined

Eastbound																	
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999		Speed	in Pace
05/30/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	0	8	41	218	325	149	53	2	1	0	0	0	0	0	797	26-35	543
14:00	0	16	47	201	366	161	34	3	0	0	0	0	0	0	828	26-35	567
15:00	0	6	60	265	343	162	39	6	0	0	0	0	0	0	881	26-35	608
16:00	3	14	100	297	397	150	17	5	1	0	0	0	0	0	984	26-35	694
17:00	2	12	61	286	445	150	33	4	0	0	0	0	0	0	993	26-35	731
18:00	1	1	34	192	421	218	51	5	1	0	0	0	0	0	924	31-40	639
19:00	0	1	19	97	255	215	53	4	1	0	0	0	0	0	645	31-40	470
20:00	0	1	15	65	193	104	39	4	0	0	0	0	0	0	421	31-40	297
21:00	0	2	8	52	96	82	19	3	0	0	0	0	0	0	262	31-40	178
22:00	0	1	7	24	42	45	23	5	2	1	0	0	0	0	150	31-40	87
23:00	0	0	3	7	29	33	9	3	1	0	0	0	0	0	85	31-40	62
Total	6	62	395	1704	2912	1469	370	44	7	1	0	0	0	0	6970		
Percent	0.1%	0.9%	5.7%	24.4%	41.8%	21.1%	5.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak																	
Vol.																	
PM Peak	16:00	14:00	16:00	16:00	17:00	18:00	13:00	15:00	22:00	22:00					17:00		
Vol.	3	16	100	297	445	218	53	6	2	1					993		

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Black Rock Tpk West of Candlewood Rd
Fairfield, Connecticut

Site Code:
Station ID: 4326

Latitude: 0' 0.0000 Undefined

Eastbound																
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed in Pace
05/31/17	0	1	1	14	13	19	5	4	0	0	0	0	0	0	57	31-40 32
01:00	0	0	1	1	6	5	2	0	1	0	0	0	0	0	16	31-40 11
02:00	0	0	0	3	4	2	3	0	0	1	0	0	0	0	13	26-35 7
03:00	0	0	1	2	3	8	2	0	1	0	0	0	0	0	17	31-40 11
04:00	0	0	1	3	13	8	5	3	0	0	0	0	0	0	33	31-40 21
05:00	0	1	4	7	32	30	8	3	2	0	0	0	0	0	87	31-40 62
06:00	0	0	5	24	70	73	21	4	2	1	0	0	0	0	200	31-40 143
07:00	2	4	26	76	188	149	51	10	3	1	0	0	0	0	510	31-40 337
08:00	2	4	24	126	214	147	61	9	0	0	0	0	0	0	587	31-40 361
09:00	0	2	36	157	210	129	43	7	1	0	0	0	0	0	585	26-35 367
10:00	0	10	45	143	229	149	54	4	0	0	0	0	0	0	634	31-40 378
11:00	1	10	39	151	262	167	44	6	0	0	0	0	0	0	680	31-40 429
12 PM	0	9	29	156	328	193	46	8	0	0	0	0	0	0	769	31-40 521
13:00	0	9	41	195	308	162	39	4	1	0	0	0	0	0	759	26-35 503
14:00	0	13	41	190	324	173	48	6	1	0	0	0	0	0	796	26-35 514
15:00	1	9	47	215	354	188	51	4	1	1	0	0	0	0	871	26-35 569
16:00	0	8	65	214	351	214	44	7	2	0	0	0	0	0	905	26-35 565
17:00	3	5	65	286	426	189	39	4	0	0	0	0	0	0	1017	26-35 712
18:00	2	3	35	193	382	208	54	3	1	0	0	0	0	0	881	31-40 590
19:00	0	1	25	152	290	201	56	11	0	0	0	0	0	0	736	31-40 491
20:00	0	1	22	90	192	163	38	8	0	0	0	0	0	0	514	31-40 355
21:00	2	2	11	65	136	82	27	1	0	0	0	0	0	0	326	31-40 218
22:00	0	2	4	34	77	64	12	4	1	0	0	0	0	0	198	31-40 141
23:00	0	0	4	14	38	37	15	2	1	1	0	0	0	0	112	31-40 75
Total	13	94	572	2511	4450	2760	768	112	18	5	0	0	0	0	11303	
Percent	0.1%	0.8%	5.1%	22.2%	39.4%	24.4%	6.8%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak	07:00	10:00	10:00	09:00	11:00	11:00	08:00	07:00	07:00	02:00					11:00	
Vol.	2	10	45	157	262	167	61	10	3	1					680	
PM Peak	17:00	14:00	16:00	17:00	17:00	16:00	19:00	19:00	16:00	15:00					17:00	
Vol.	3	13	65	286	426	214	56	11	2	1					1017	

Site Code:
Station ID: 4326

Eastbound																	
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
06/01/17	0	0	1	10	12	19	4	1	0	0	0	0	0	0	47	31-40	31
01:00	0	0	1	4	9	9	4	0	0	0	0	0	0	0	27	31-40	18
02:00	0	0	1	2	2	4	4	1	1	0	0	0	0	0	15	36-45	8
03:00	0	0	0	3	6	5	1	0	0	0	0	0	0	0	15	31-40	11
04:00	0	0	1	3	13	10	6	2	1	0	0	0	0	0	36	31-40	23
05:00	0	0	0	8	29	27	15	8	3	0	0	0	0	0	90	31-40	56
06:00	0	1	2	43	52	68	34	11	2	1	0	0	0	0	214	31-40	120
07:00	0	0	2	69	170	164	83	15	4	1	0	0	0	0	508	31-40	334
08:00	0	2	15	69	214	181	84	14	1	0	0	0	0	0	580	31-40	395
09:00	0	8	21	145	208	172	61	10	0	0	0	0	0	0	625	31-40	380
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	11	44	356	715	659	296	62	12	2	0	0	0	0	2157		
Percent	0.0%	0.5%	2.0%	16.5%	33.1%	30.6%	13.7%	2.9%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak		09:00	09:00	09:00	08:00	08:00	08:00	07:00	07:00	06:00					09:00		
Vol.		8	21	145	214	181	84	15	4	1					625		
PM Peak																	
Vol.																	
Total	19	167	1011	4571	8077	4888	1434	218	37	8	0	0	0	0	20430		
Percent	0.1%	0.8%	4.9%	22.4%	39.5%	23.9%	7.0%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
			15th Percentile :		27 MPH												
			50th Percentile :		32 MPH												
			85th Percentile :		38 MPH												
			95th Percentile :		42 MPH												
Stats		10 MPH Pace Speed :		31-40 MPH													
		Number in Pace :		12965													

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk West of Candlewood Rd
Fairfield, Connecticut

Site Code:
Station ID: 4326

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/30/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	2	13	37	159	293	158	41	5	1	0	0	0	0	0	709	26-35	452
14:00	15	22	81	223	308	133	21	3	1	0	0	0	0	0	807	26-35	531
15:00	5	16	69	235	307	152	36	4	0	0	0	0	0	0	824	26-35	542
16:00	4	18	67	159	327	140	25	1	0	0	0	0	0	0	741	26-35	486
17:00	7	14	62	209	303	142	26	6	1	0	0	0	0	0	770	26-35	512
18:00	3	19	40	189	290	128	25	8	0	0	0	0	0	0	702	26-35	479
19:00	0	8	32	124	229	137	42	3	1	2	0	0	0	0	578	31-40	366
20:00	1	7	19	90	160	118	36	2	0	0	0	0	0	0	433	31-40	278
21:00	0	1	6	44	98	90	30	4	1	0	0	0	0	0	274	31-40	188
22:00	1	1	2	17	39	36	26	2	1	0	0	0	0	0	125	31-40	75
23:00	0	0	1	5	25	19	12	0	0	0	0	0	0	0	62	31-40	44
Total	38	119	416	1454	2379	1253	320	38	6	2	0	0	0	0	6025		
Percent	0.6%	2.0%	6.9%	24.1%	39.5%	20.8%	5.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	14:00 15	14:00 22	14:00 81	15:00 235	16:00 327	13:00 158	19:00 42	18:00 8	13:00 1	19:00 2					15:00 824		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk West of Candlewood Rd
Fairfield, Connecticut

Site Code:
Station ID: 4326

Latitude: 0' 0.0000 Undefined

Westbound																
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed in Pace
05/31/17	0	0	0	3	20	22	5	1	0	0	0	0	0	0	51	31-40 42
01:00	0	1	0	3	5	4	4	0	0	0	0	0	0	0	17	31-40 9
02:00	0	0	1	0	4	3	3	0	0	0	0	0	0	0	11	31-40 7
03:00	0	0	0	7	8	5	1	1	0	0	0	0	0	0	22	26-35 15
04:00	0	1	0	4	9	14	4	1	1	0	0	0	0	0	34	31-40 23
05:00	0	0	1	5	22	45	18	9	0	0	0	0	0	0	100	31-40 67
06:00	0	3	11	37	117	154	97	27	8	3	0	0	0	0	457	31-40 271
07:00	1	8	38	168	307	282	80	23	3	0	0	0	0	0	910	31-40 589
08:00	8	37	88	228	266	152	41	12	1	0	0	0	0	0	833	26-35 494
09:00	1	6	37	155	282	182	44	3	0	0	0	0	0	0	710	31-40 464
10:00	5	6	32	171	274	156	29	5	2	0	0	0	0	0	680	26-35 445
11:00	1	10	33	127	256	168	50	4	0	0	0	0	0	0	649	31-40 424
12 PM	6	4	36	167	270	151	40	6	0	0	0	0	0	0	680	26-35 437
13:00	4	9	48	188	294	172	31	3	0	0	0	0	0	0	749	26-35 482
14:00	3	9	57	214	329	145	29	6	1	0	0	0	0	0	793	26-35 543
15:00	3	19	68	211	282	173	30	7	1	1	0	0	0	0	795	26-35 493
16:00	3	16	41	121	291	218	46	4	3	1	0	0	0	0	744	31-40 509
17:00	3	9	51	175	309	202	53	6	1	0	0	0	0	0	809	31-40 511
18:00	2	13	42	165	261	181	43	4	1	0	0	0	0	0	712	31-40 442
19:00	0	5	26	139	231	146	48	3	1	0	0	0	0	0	599	31-40 377
20:00	0	3	12	89	214	123	30	5	2	0	0	0	0	0	478	31-40 337
21:00	0	1	7	46	167	131	35	3	1	0	1	0	0	0	392	31-40 298
22:00	0	0	3	20	65	50	25	3	0	0	0	0	0	0	166	31-40 115
23:00	0	1	2	14	28	27	10	9	0	0	0	0	0	0	91	31-40 55
Total	40	161	634	2457	4311	2906	796	145	26	5	1	0	0	0	11482	
Percent	0.3%	1.4%	5.5%	21.4%	37.5%	25.3%	6.9%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak	08:00	08:00	08:00	08:00	07:00	07:00	06:00	06:00	06:00	06:00					07:00	
Vol.	8	37	88	228	307	282	97	27	8	3					910	
PM Peak	12:00	15:00	15:00	14:00	14:00	16:00	17:00	23:00	16:00	15:00	21:00				17:00	
Vol.	6	19	68	214	329	218	53	9	3	1	1				809	

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk West of Candlewood Rd
Fairfield, Connecticut

Site Code:
Station ID: 4326

Latitude: 0' 0.0000 Undefined

Westbound																
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed
06/01/17	0	1	1	12	23	21	4	1	0	1	0	0	0	0	64	31-40
01:00	0	0	0	4	12	6	2	0	1	0	0	0	0	0	25	30-39
02:00	0	0	0	1	3	2	4	0	0	0	0	0	0	0	10	34-43
03:00	0	0	0	4	9	7	0	2	0	0	0	0	0	0	22	31-40
04:00	0	0	0	4	4	7	7	2	1	0	0	0	0	0	25	36-45
05:00	0	0	2	8	22	48	22	4	2	1	0	0	0	0	109	31-40
06:00	1	0	7	38	105	181	89	25	7	1	0	0	0	0	454	31-40
07:00	0	3	19	168	280	248	94	16	3	0	0	0	0	0	831	31-40
08:00	0	8	61	187	271	178	63	11	1	1	0	0	0	0	781	26-35
09:00	1	14	37	123	256	189	56	9	2	0	0	0	0	0	687	31-40
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	26	127	549	985	887	341	70	17	4	0	0	0	0	3008	
Percent	0.1%	0.9%	4.2%	18.3%	32.7%	29.5%	11.3%	2.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%		
AM Peak	06:00	09:00	08:00	08:00	07:00	07:00	07:00	06:00	06:00	00:00					07:00	
Vol.	1	14	61	187	280	248	94	25	7	1					831	
PM Peak																
Vol.																
Total	80	306	1177	4460	7675	5046	1457	253	49	11	1	0	0	0	20515	
Percent	0.4%	1.5%	5.7%	21.7%	37.4%	24.6%	7.1%	1.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%		

15th Percentile : 26 MPH
50th Percentile : 32 MPH
85th Percentile : 38 MPH
95th Percentile : 42 MPH

Stats
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 12721
Percent in Pace : 62.0%
Number of Vehicles > 40 MPH : 1771
Percent of Vehicles > 40 MPH : 8.6%
Mean Speed(Average) : 33 MPH

Connecticut Counts LLC

Black Rock Tpk West of Candlewood Rd
Fairfield, Connecticut

Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 4326

Latitude: 0' 0.0000 Undefined

Start Time	30-May-17 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		*	*			*	*				
12:15		*	*			*	*				
12:30		*	186			*	81				
12:45		*	210	0	396	*	208	0	289	0	685
01:00		*	210			*	181				
01:15		*	206			*	147				
01:30		*	197			*	186				
01:45		*	184	0	797	*	195	0	709	0	1506
02:00		*	200			*	168				
02:15		*	198			*	212				
02:30		*	210			*	235				
02:45		*	220	0	828	*	192	0	807	0	1635
03:00		*	206			*	190				
03:15		*	227			*	213				
03:30		*	238			*	224				
03:45		*	210	0	881	*	197	0	824	0	1705
04:00		*	275			*	200				
04:15		*	228			*	183				
04:30		*	244			*	167				
04:45		*	237	0	984	*	191	0	741	0	1725
05:00		*	249			*	202				
05:15		*	256			*	198				
05:30		*	251			*	187				
05:45		*	237	0	993	*	183	0	770	0	1763
06:00		*	237			*	213				
06:15		*	248			*	179				
06:30		*	213			*	169				
06:45		*	226	0	924	*	141	0	702	0	1626
07:00		*	164			*	159				
07:15		*	167			*	153				
07:30		*	173			*	115				
07:45		*	141	0	645	*	151	0	578	0	1223
08:00		*	117			*	132				
08:15		*	112			*	118				
08:30		*	88			*	93				
08:45		*	104	0	421	*	90	0	433	0	854
09:00		*	86			*	85				
09:15		*	74			*	73				
09:30		*	59			*	71				
09:45		*	43	0	262	*	45	0	274	0	536
10:00		*	66			*	37				
10:15		*	34			*	39				
10:30		*	22			*	25				
10:45		*	28	0	150	*	24	0	125	0	275
11:00		*	32			*	17				
11:15		*	21			*	17				
11:30		*	16			*	15				
11:45		*	16	0	85	*	13	0	62	0	147
Total		0	7366			0	6314			0	13680
Percent		0.0%	100.0%			0.0%	100.0%			0.0%	100.0%

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Page 2

Black Rock Tpk West of Candlewood Rd
Fairfield, Connecticut

Site Code:
Station ID: 4326

Latitude: 0' 0.0000 Undefined

Start Time	31-May-17 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		27	188			13	177				
12:15		16	188			19	161				
12:30		9	200			8	167				
12:45		5	193	57	769	11	175	51	680	108	1449
01:00		6	166			8	173				
01:15		5	179			1	191				
01:30		3	187			3	188				
01:45		2	227	16	759	5	197	17	749	33	1508
02:00		2	202			3	188				
02:15		2	211			2	194				
02:30		7	187			4	222				
02:45		2	196	13	796	2	189	11	793	24	1589
03:00		5	215			5	235				
03:15		5	222			5	184				
03:30		4	219			6	168				
03:45		3	215	17	871	6	208	22	795	39	1666
04:00		2	224			5	169				
04:15		6	238			6	186				
04:30		14	228			10	173				
04:45		11	215	33	905	13	216	34	744	67	1649
05:00		8	232			18	193				
05:15		25	280			16	218				
05:30		25	247			36	206				
05:45		29	258	87	1017	30	192	100	809	187	1826
06:00		34	245			55	209				
06:15		49	244			74	170				
06:30		44	181			132	166				
06:45		73	211	200	881	196	167	457	712	657	1593
07:00		109	203			176	151				
07:15		144	215			228	158				
07:30		139	157			242	136				
07:45		118	161	510	736	264	154	910	599	1420	1335
08:00		131	153			233	139				
08:15		158	140			220	114				
08:30		145	120			196	111				
08:45		153	101	587	514	184	114	833	478	1420	992
09:00		148	89			171	96				
09:15		148	91			198	135				
09:30		145	71			165	86				
09:45		144	75	585	326	176	75	710	392	1295	718
10:00		173	78			171	57				
10:15		147	41			165	51				
10:30		172	43			174	26				
10:45		142	36	634	198	170	32	680	166	1314	364
11:00		164	28			160	24				
11:15		176	32			154	28				
11:30		150	30			140	20				
11:45		190	22	680	112	195	19	649	91	1329	203
Total		3419	7884			4474	7008			7893	14892
Percent		30.2%	69.8%			39.0%	61.0%			34.6%	65.4%

Connecticut Counts LLC

Black Rock Tpk West of Candlewood Rd
Fairfield, Connecticut

Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 4326

Latitude: 0' 0.0000 Undefined

Start Time	01-Jun-17 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		18	*			13	*				
12:15		13	*			21	*				
12:30		12	*			18	*				
12:45		4	*	47	0	12	*	64	0	111	0
01:00		9	*			10	*				
01:15		8	*			8	*				
01:30		5	*			5	*				
01:45		5	*	27	0	2	*	25	0	52	0
02:00		5	*			1	*				
02:15		2	*			2	*				
02:30		4	*			5	*				
02:45		4	*	15	0	2	*	10	0	25	0
03:00		2	*			6	*				
03:15		3	*			2	*				
03:30		6	*			6	*				
03:45		4	*	15	0	8	*	22	0	37	0
04:00		3	*			7	*				
04:15		10	*			4	*				
04:30		7	*			8	*				
04:45		16	*	36	0	6	*	25	0	61	0
05:00		18	*			17	*				
05:15		23	*			25	*				
05:30		16	*			29	*				
05:45		33	*	90	0	38	*	109	0	199	0
06:00		35	*			54	*				
06:15		48	*			87	*				
06:30		56	*			139	*				
06:45		75	*	214	0	174	*	454	0	668	0
07:00		96	*			167	*				
07:15		172	*			206	*				
07:30		122	*			239	*				
07:45		118	*	508	0	219	*	831	0	1339	0
08:00		145	*			239	*				
08:15		147	*			208	*				
08:30		134	*			169	*				
08:45		154	*	580	0	165	*	781	0	1361	0
09:00		160	*			213	*				
09:15		158	*			172	*				
09:30		147	*			154	*				
09:45		160	*	625	0	148	*	687	0	1312	0
10:00		82	*			191	*				
10:15		*	*	*	*	*	*	*	*	*	*
10:30		*	*	*	*	*	*	*	*	*	*
10:45		*	*	*	*	*	*	*	*	*	*
11:00		*	*	*	*	*	*	*	*	*	*
11:15		*	*	*	*	*	*	*	*	*	*
11:30		*	*	*	*	*	*	*	*	*	*
11:45		*	*	*	*	*	*	*	*	*	*
Total		2239	0			3199	0			5165	0
Percent		100.0%	0.0%			100.0%	0.0%			100.0%	0.0%
Grand Total		5658	15250			7673	13322			13058	28572
Percent		27.1%	72.9%			36.5%	63.5%			31.4%	68.6%
ADT		ADT 22,785	AADT 22,785								

Black Rock Tpk West of Candlewood Rd
Fairfield, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 4326

Latitude: 0' 0.0000 Undefined

Start Time	29-May-17		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou
12:00 AM	*	*	*	*	57	51	47	64	*	*	*	*	*	*	52	58
01:00	*	*	*	*	16	17	27	25	*	*	*	*	*	*	22	21
02:00	*	*	*	*	13	11	15	10	*	*	*	*	*	*	14	10
03:00	*	*	*	*	17	22	15	22	*	*	*	*	*	*	16	22
04:00	*	*	*	*	33	34	36	25	*	*	*	*	*	*	34	30
05:00	*	*	*	*	87	100	90	109	*	*	*	*	*	*	88	104
06:00	*	*	*	*	200	457	214	454	*	*	*	*	*	*	207	456
07:00	*	*	*	*	510	910	508	831	*	*	*	*	*	*	509	870
08:00	*	*	*	*	587	833	580	781	*	*	*	*	*	*	584	807
09:00	*	*	*	*	585	710	625	687	*	*	*	*	*	*	605	698
10:00	*	*	*	*	634	680	*	*	*	*	*	*	*	*	634	680
11:00	*	*	*	*	680	649	*	*	*	*	*	*	*	*	680	649
12:00 PM	*	*	*	*	769	680	*	*	*	*	*	*	*	*	769	680
01:00	*	*	797	709	759	749	*	*	*	*	*	*	*	*	778	729
02:00	*	*	828	807	796	793	*	*	*	*	*	*	*	*	812	800
03:00	*	*	881	824	871	795	*	*	*	*	*	*	*	*	876	810
04:00	*	*	984	741	905	744	*	*	*	*	*	*	*	*	944	742
05:00	*	*	993	770	1017	809	*	*	*	*	*	*	*	*	1005	790
06:00	*	*	924	702	881	712	*	*	*	*	*	*	*	*	902	707
07:00	*	*	645	578	736	599	*	*	*	*	*	*	*	*	690	588
08:00	*	*	421	433	514	478	*	*	*	*	*	*	*	*	468	456
09:00	*	*	262	274	326	392	*	*	*	*	*	*	*	*	294	333
10:00	*	*	150	125	198	166	*	*	*	*	*	*	*	*	174	146
11:00	*	*	85	62	112	91	*	*	*	*	*	*	*	*	98	76
Lane	0	0	6970	6025	11303	11482	2157	3008	0	0	0	0	0	0	11255	11262
Day	0		12995		22785		5165		0	0	0	0	0		22517	
AM Peak	-	-	-	-	11:00	07:00	09:00	07:00	-	-	-	-	-	-	11:00	07:00
Vol.	-	-	-	-	680	910	625	831	-	-	-	-	-	-	680	870
PM Peak	-	-	17:00	15:00	17:00	17:00	-	-	-	-	-	-	-	-	17:00	15:00
Vol.	-	-	993	824	1017	809	-	-	-	-	-	-	-	-	1005	810

Comb. Total	0	12995	22785	5165	0	0	0	22517
ADT	ADT 22,785	AADT 22,785						

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk East of Stillman Road
Fairfield, Connecticut

Site Code:
Station ID: 4328

Latitude: 0' 0.0000 Undefined

Eastbound																
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed
05/30/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
11:00	13	45	81	49	24	3	1	0	0	0	0	0	0	0	216	21-30
12 PM	25	131	248	222	129	21	3	0	0	0	0	0	0	0	779	21-30
13:00	18	114	308	254	105	33	3	0	0	0	0	0	0	0	835	21-30
14:00	36	154	262	258	117	24	2	0	0	0	0	0	0	0	853	21-30
15:00	55	192	278	251	82	23	1	0	0	0	0	0	0	0	882	21-30
16:00	46	184	313	254	108	24	1	1	0	0	0	0	0	0	931	21-30
17:00	66	157	267	278	105	30	1	0	0	0	0	0	0	0	904	21-30
18:00	31	153	293	261	136	23	4	0	0	0	0	0	0	0	901	21-30
19:00	10	63	151	202	148	40	5	1	0	0	0	0	0	0	620	21-30
20:00	0	34	91	124	130	47	7	1	0	0	0	0	0	0	434	26-35
21:00	0	19	44	69	82	44	8	2	0	0	0	0	0	0	268	26-35
22:00	3	5	10	21	46	30	12	0	0	0	0	0	0	0	127	31-40
23:00	1	1	3	11	27	25	6	1	0	0	0	0	0	0	75	31-40
Total	304	1252	2349	2254	1239	367	54	6	0	0	0	0	0	0	7825	
Percent	3.9%	16.0%	30.0%	28.8%	15.8%	4.7%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00								11:00	
Vol.	13	45	81	49	24	3	1								216	
PM Peak	17:00	15:00	16:00	17:00	19:00	20:00	22:00	21:00							16:00	
Vol.	66	192	313	278	148	47	12	2							931	

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk East of Stillman Road
Fairfield, Connecticut

Site Code:
Station ID: 4328

Latitude: 0' 0.0000 Undefined

Eastbound																
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed
05/31/17	0	1	5	15	15	14	1	0	1	0	0	0	0	0	52	26-35
01:00	1	1	2	1	7	3	1	2	0	0	0	0	0	0	18	31-40
02:00	0	0	1	2	4	1	1	1	0	0	0	0	0	0	10	26-35
03:00	0	0	1	4	4	4	1	0	1	0	0	0	0	0	15	31-40
04:00	0	2	1	4	9	6	2	3	0	0	0	0	0	0	27	30-39
05:00	0	0	5	10	23	17	11	1	0	0	0	0	0	0	67	31-40
06:00	1	1	10	42	90	41	12	0	0	0	0	0	0	0	197	26-35
07:00	3	9	56	122	170	94	17	5	0	0	0	0	0	0	476	26-35
08:00	6	27	112	133	185	65	9	0	0	0	0	0	0	0	537	26-35
09:00	10	70	286	165	19	3	0	0	0	0	0	0	0	0	553	21-30
10:00	16	184	297	26	7	1	0	0	0	0	0	0	0	0	531	16-25
11:00	26	311	235	21	0	0	0	0	0	0	0	0	0	0	593	16-25
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	63	606	1011	545	533	249	55	12	2	0	0	0	0	0	3076	
Percent	2.0%	19.7%	32.9%	17.7%	17.3%	8.1%	1.8%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak	11:00	11:00	10:00	09:00	08:00	07:00	07:00	07:00	00:00						11:00	
Vol.	26	311	297	165	185	94	17	5	1						593	
PM Peak																
Vol.																
Total	367	1858	3360	2799	1772	616	109	18	2	0	0	0	0	0	10901	
Percent	3.4%	17.0%	30.8%	25.7%	16.3%	5.7%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

15th Percentile : 18 MPH
50th Percentile : 24 MPH
85th Percentile : 32 MPH
95th Percentile : 36 MPH

Stats
10 MPH Pace Speed : 21-30 MPH
Number in Pace : 6159
Percent in Pace : 56.5%
Number of Vehicles > 35 MPH : 745
Percent of Vehicles > 35 MPH : 6.8%
Mean Speed(Average) : 26 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk East of Stillman Road
Fairfield, Connecticut

Site Code:
Station ID: 4328

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/30/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	51	16	42	168	161	85	22	4	0	4	0	0	0	0	553	26-35	329
09:00	45	21	92	201	148	49	12	0	0	3	0	0	0	0	571	26-35	349
10:00	49	18	73	203	164	76	11	1	0	3	0	0	1	2	601	26-35	367
11:00	84	43	152	196	105	36	3	1	0	5	0	0	0	0	625	21-30	348
12 PM	96	69	167	193	84	36	3	0	0	0	0	0	0	1	649	21-30	360
13:00	62	45	149	203	137	41	4	0	0	0	0	0	0	0	641	21-30	352
14:00	66	55	120	126	75	28	5	2	2	3	0	0	0	3	485	21-30	246
15:00	44	23	102	149	112	42	13	3	5	3	2	3	1	5	507	26-35	261
16:00	53	31	68	120	112	55	10	7	8	3	0	1	0	9	477	26-35	232
17:00	59	31	65	88	98	56	25	7	3	0	1	2	0	7	442	26-35	186
18:00	15	14	16	41	384	47	30	14	2	7	2	1	0	4	577	31-40	431
19:00	9	4	5	19	391	24	20	15	5	12	2	2	0	2	510	31-40	415
20:00	11	6	3	6	336	12	3	1	3	15	4	1	0	1	402	31-40	348
21:00	3	4	0	1	258	1	2	4	0	13	0	0	2	1	289	31-40	259
22:00	1	2	1	0	100	0	0	0	0	12	0	0	0	0	116	26-35	100
23:00	0	0	0	0	54	0	0	0	0	10	0	0	0	0	64	26-35	54
Total	648	382	1055	1714	2719	588	163	59	28	93	11	10	4	35	7509		
Percent	8.6%	5.1%	14.0%	22.8%	36.2%	7.8%	2.2%	0.8%	0.4%	1.2%	0.1%	0.1%	0.1%	0.5%			
AM Peak	11:00	11:00	11:00	10:00	10:00	08:00	08:00	08:00		11:00			10:00	10:00	11:00		
Vol.	84	43	152	203	164	85	22	4		5			1	2	625		
PM Peak	12:00	12:00	12:00	13:00	19:00	17:00	18:00	19:00	16:00	20:00	20:00	15:00	21:00	16:00	12:00		
Vol.	96	69	167	203	391	56	30	15	8	15	4	3	2	9	649		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk East of Stillman Road
Fairfield, Connecticut

Site Code:
Station ID: 4328

Latitude: 0' 0.0000 Undefined

Westbound																
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed
05/31/17	0	0	0	0	28	0	0	0	0	6	0	0	0	0	34	26-35
01:00	0	0	0	0	8	0	0	0	0	1	0	0	0	0	9	31-40
02:00	1	0	0	0	16	0	0	0	0	2	0	0	0	0	19	31-40
03:00	0	1	0	0	14	0	0	0	0	2	0	0	0	0	17	31-40
04:00	0	0	0	0	49	0	1	1	0	7	0	0	0	0	58	26-35
05:00	0	0	1	0	145	0	0	0	0	22	0	0	0	1	169	31-40
06:00	0	0	1	5	511	4	6	6	6	57	7	1	1	6	611	26-35
07:00	2	4	5	7	551	13	14	12	11	25	1	5	1	5	656	31-40
08:00	6	2	3	5	585	6	10	8	0	24	1	1	2	1	654	29-38
09:00	2	3	7	6	597	7	5	2	3	20	2	0	0	7	661	29-38
10:00	2	6	3	4	596	10	7	2	2	10	3	2	0	1	648	31-40
11:00	3	8	5	17	688	15	11	5	2	16	1	0	0	3	774	26-35
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	16	24	25	44	3788	55	54	36	24	192	15	9	4	24	4310	
Percent	0.4%	0.6%	0.6%	1.0%	87.9%	1.3%	1.3%	0.8%	0.6%	4.5%	0.3%	0.2%	0.1%	0.6%		
AM Peak	08:00	11:00	09:00	11:00	11:00	11:00	07:00	07:00	07:00	06:00	06:00	07:00	08:00	09:00	11:00	
Vol.	6	8	7	17	688	15	14	12	11	57	7	5	2	7	774	
PM Peak																
Vol.																
Total	664	406	1080	1758	6507	643	217	95	52	285	26	19	8	59	11819	
Percent	5.6%	3.4%	9.1%	14.9%	55.1%	5.4%	1.8%	0.8%	0.4%	2.4%	0.2%	0.2%	0.1%	0.5%		

15th Percentile : 23 MPH
50th Percentile : 31 MPH
85th Percentile : 34 MPH
95th Percentile : 42 MPH

Stats
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 8265
Percent in Pace : 69.9%
Number of Vehicles > 35 MPH : 1404
Percent of Vehicles > 35 MPH : 11.9%
Mean Speed(Average) : 31 MPH

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Page 1

Black Rock Tpk East of Stillman Road
Fairfield, Connecticut

Site Code:
Station ID: 4328

Latitude: 0' 0.0000 Undefined

Start Time	30-May-17 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		*	201			*	163				
12:15		*	203			*	165				
12:30		*	181			*	143				
12:45		*	194	0	779	*	178	0	649	0	1428
01:00		*	202			*	153				
01:15		*	222			*	149				
01:30		*	216			*	175				
01:45		*	195	0	835	*	164	0	641	0	1476
02:00		*	214			*	115				
02:15		*	200			*	134				
02:30		*	215			*	96				
02:45		*	224	0	853	*	140	0	485	0	1338
03:00		*	200			*	119				
03:15		*	228			*	134				
03:30		*	233			*	133				
03:45		*	221	0	882	*	121	0	507	0	1389
04:00		*	237			*	139				
04:15		*	251			*	120				
04:30		*	219			*	100				
04:45		*	224	0	931	*	118	0	477	0	1408
05:00		*	234			*	121				
05:15		*	224			*	131				
05:30		*	234			*	77				
05:45		*	212	0	904	*	113	0	442	0	1346
06:00		*	251			*	149				
06:15		*	236			*	150				
06:30		*	221			*	134				
06:45		*	193	0	901	*	144	0	577	0	1478
07:00		*	147			*	128				
07:15		*	164			*	140				
07:30		*	171			*	118				
07:45		*	138	0	620	*	124	0	510	0	1130
08:00		0	126			154	128				
08:15		0	103			135	109				
08:30		0	92			130	84				
08:45		0	113	0	434	134	81	553	402	553	836
09:00		0	95			143	83				
09:15		0	77			144	87				
09:30		0	45			138	65				
09:45		0	51	0	268	146	54	571	289	571	557
10:00		0	50			146	37				
10:15		0	33			155	32				
10:30		0	25			145	31				
10:45		0	19	0	127	155	16	601	116	601	243
11:00		0	25			154	22				
11:15		0	21			178	14				
11:30		18	15			157	12				
11:45		198	14	216	75	136	16	625	64	841	139
Total		216	7609			2350	5159			2566	12768
Percent		2.8%	97.2%			31.3%	68.7%			16.7%	83.3%

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Black Rock Tpk East of Stillman Road
Fairfield, Connecticut

Site Code:
Station ID: 4328

Latitude: 0' 0.0000 Undefined

Start Time	31-May-17 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		21	*			12	*				
12:15		16	*			10	*				
12:30		10	*			6	*				
12:45		5	*	52	0	6	*	34	0	86	0
01:00		5	*			2	*				
01:15		4	*			5	*				
01:30		5	*			2	*				
01:45		4	*	18	0	0	*	9	0	27	0
02:00		0	*			5	*				
02:15		4	*			8	*				
02:30		4	*			2	*				
02:45		2	*	10	0	4	*	19	0	29	0
03:00		3	*			2	*				
03:15		5	*			7	*				
03:30		3	*			3	*				
03:45		4	*	15	0	5	*	17	0	32	0
04:00		1	*			14	*				
04:15		5	*			2	*				
04:30		12	*			24	*				
04:45		9	*	27	0	18	*	58	0	85	0
05:00		13	*			26	*				
05:15		18	*			42	*				
05:30		17	*			43	*				
05:45		19	*	67	0	58	*	169	0	236	0
06:00		34	*			115	*				
06:15		42	*			169	*				
06:30		53	*			157	*				
06:45		68	*	197	0	170	*	611	0	808	0
07:00		105	*			154	*				
07:15		144	*			164	*				
07:30		110	*			174	*				
07:45		117	*	476	0	164	*	656	0	1132	0
08:00		123	*			169	*				
08:15		141	*			136	*				
08:30		138	*			176	*				
08:45		135	*	537	0	173	*	654	0	1191	0
09:00		145	*			146	*				
09:15		136	*			185	*				
09:30		138	*			179	*				
09:45		134	*	553	0	151	*	661	0	1214	0
10:00		119	*			146	*				
10:15		139	*			160	*				
10:30		146	*			178	*				
10:45		127	*	531	0	164	*	648	0	1179	0
11:00		151	*			194	*				
11:15		150	*			197	*				
11:30		124	*			191	*				
11:45		168	*	593	0	192	*	774	0	1367	0
Total		3076	0			4310	0			7386	0
Percent		100.0%	0.0%			100.0%	0.0%			100.0%	0.0%
Grand Total		3292	7609			6660	5159			9952	12768
Percent		30.2%	69.8%			56.3%	43.7%			43.8%	56.2%
ADT		ADT 18,962	AADT 18,962								

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Black Rock Tpk East of Stillman Road
 Fairfield, Connecticut

Site Code:
 Station ID: 4328

Latitude: 0' 0.0000 Undefined

Start Time	29-May-17		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou
12:00 AM	*	*	*	*	52	34	*	*	*	*	*	*	*	*	52	34
01:00	*	*	*	*	18	9	*	*	*	*	*	*	*	*	18	9
02:00	*	*	*	*	10	19	*	*	*	*	*	*	*	*	10	19
03:00	*	*	*	*	15	17	*	*	*	*	*	*	*	*	15	17
04:00	*	*	*	*	27	58	*	*	*	*	*	*	*	*	27	58
05:00	*	*	*	*	67	169	*	*	*	*	*	*	*	*	67	169
06:00	*	*	*	*	197	611	*	*	*	*	*	*	*	*	197	611
07:00	*	*	*	*	476	656	*	*	*	*	*	*	*	*	476	656
08:00	*	*	0	553	537	654	*	*	*	*	*	*	*	*	268	604
09:00	*	*	0	571	553	661	*	*	*	*	*	*	*	*	276	616
10:00	*	*	0	601	531	648	*	*	*	*	*	*	*	*	266	624
11:00	*	*	216	625	593	774	*	*	*	*	*	*	*	*	404	700
12:00 PM	*	*	779	649	*	*	*	*	*	*	*	*	*	*	779	649
01:00	*	*	835	641	*	*	*	*	*	*	*	*	*	*	835	641
02:00	*	*	853	485	*	*	*	*	*	*	*	*	*	*	853	485
03:00	*	*	882	507	*	*	*	*	*	*	*	*	*	*	882	507
04:00	*	*	931	477	*	*	*	*	*	*	*	*	*	*	931	477
05:00	*	*	904	442	*	*	*	*	*	*	*	*	*	*	904	442
06:00	*	*	901	577	*	*	*	*	*	*	*	*	*	*	901	577
07:00	*	*	620	510	*	*	*	*	*	*	*	*	*	*	620	510
08:00	*	*	434	402	*	*	*	*	*	*	*	*	*	*	434	402
09:00	*	*	268	289	*	*	*	*	*	*	*	*	*	*	268	289
10:00	*	*	127	116	*	*	*	*	*	*	*	*	*	*	127	116
11:00	*	*	75	64	*	*	*	*	*	*	*	*	*	*	75	64
Lane	0	0	7825	7509	3076	4310	0	0	0	0	0	0	0	0	9685	9276
Day	0		15334		7386		0	0	0	0	0	0	0		18961	
AM Peak	-	-	11:00	11:00	11:00	11:00	-	-	-	-	-	-	-	-	07:00	11:00
Vol.	-	-	216	625	593	774	-	-	-	-	-	-	-	-	476	700
PM Peak	-	-	16:00	12:00	-	-	-	-	-	-	-	-	-	-	16:00	12:00
Vol.	-	-	931	649	-	-	-	-	-	-	-	-	-	-	931	649

Comb. Total	0	15334	7386	0	0	0	0	18961
ADT	ADT 18,962	AADT 18,962						

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk West of Stillman Road
Fairfield, Connecticut

Site Code:
Station ID: 4330

Latitude: 0' 0.0000 Undefined

Eastbound																	
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
05/30/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	3	19	63	141	75	28	2	1	0	0	0	0	0	0	332	26-35	216
12 PM	7	23	125	220	176	51	11	1	0	0	0	0	0	0	614	26-35	396
13:00	12	48	159	245	176	40	10	1	0	0	0	0	0	0	691	26-35	421
14:00	37	73	180	196	131	36	7	0	1	0	0	0	0	0	661	21-30	376
15:00	66	162	173	166	105	40	3	0	0	0	0	0	0	0	715	21-30	339
16:00	50	95	189	223	129	34	1	1	0	0	0	0	0	0	722	21-30	412
17:00	19	70	195	277	197	66	7	1	0	0	0	0	0	0	832	25-34	474
18:00	9	46	137	261	219	58	11	0	0	0	0	0	0	0	741	26-35	480
19:00	0	19	72	185	156	92	10	2	0	0	0	0	0	0	536	26-35	341
20:00	0	4	45	99	114	67	14	2	0	0	0	0	0	0	345	26-35	213
21:00	0	1	22	54	85	51	12	1	0	0	0	0	0	0	226	26-35	139
22:00	0	1	5	9	50	30	13	1	0	0	0	0	0	0	109	31-40	80
23:00	0	0	2	9	22	28	4	1	0	1	0	0	0	0	67	31-40	50
Total	203	561	1367	2085	1635	621	105	12	1	1	0	0	0	0	6591		
Percent	3.1%	8.5%	20.7%	31.6%	24.8%	9.4%	1.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00							11:00		
Vol.	3	19	63	141	75	28	2	1							332		
PM Peak	15:00	15:00	17:00	17:00	18:00	19:00	20:00	19:00	14:00	23:00					17:00		
Vol.	66	162	195	277	219	92	14	2	1	1					832		

Site Code:
Station ID: 4330

[illegible]

Black Rock Tpk West of Stillman Road
Fairfield, Connecticut

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Site Code:
Station ID: 4330

Latitude: 0' 0.0000 Undefined

Eastbound																
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed
06/01/17	0	0	0	0	34	0	0	0	0	0	0	0	0	0	34	26-35
01:00	0	0	0	0	19	0	0	0	0	0	0	0	0	0	19	26-35
02:00	0	0	0	0	11	0	0	0	0	0	0	0	0	0	11	26-35
03:00	0	0	0	0	12	0	0	0	0	0	0	0	0	0	12	26-35
04:00	0	0	0	0	22	0	0	0	0	0	0	0	0	0	22	26-35
05:00	0	0	0	0	91	0	0	0	0	0	0	0	0	0	91	26-35
06:00	0	0	0	0	176	0	0	0	0	0	0	0	0	0	176	26-35
07:00	0	0	0	0	432	0	0	0	0	0	0	0	0	0	432	26-35
08:00	0	0	0	0	486	0	0	0	0	0	0	0	0	0	486	26-35
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	0	0	1283	0	0	0	0	0	0	0	0	0	1283	
Percent	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak					08:00										08:00	
Vol.					486										486	
PM Peak																
Vol.																
Total	203	564	1382	2140	11286	763	153	36	3	2	0	0	0	0	16532	
Percent	1.2%	3.4%	8.4%	12.9%	68.3%	4.6%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
			15th Percentile :		25 MPH											
			50th Percentile :		31 MPH											
			85th Percentile :		34 MPH											
			95th Percentile :		35 MPH											

Stats

10 MPH Pace Speed : 26-35 MPH

Number in Pace : 13426

Percent in Pace : 81.2%

Number of Vehicles > 40 MPH : 194

Percent of Vehicles > 40 MPH : 1.2%

Mean Speed(Average) : 31 MPH

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk West of Stillman Road
Fairfield, Connecticut

Site Code:
Station ID: 4330

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/30/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	21	32	98	129	101	33	6	1	0	0	0	0	0	0	421	26-35	230
12 PM	38	65	158	207	118	37	3	0	0	0	0	0	0	0	626	21-30	365
13:00	23	52	126	197	148	56	6	0	0	0	0	0	0	0	608	26-35	345
14:00	35	60	127	222	167	42	6	1	0	0	0	0	0	0	660	26-35	389
15:00	40	102	190	167	121	41	4	1	0	0	0	0	0	0	666	21-30	357
16:00	25	62	177	223	127	36	3	1	0	0	0	0	0	0	654	21-30	400
17:00	30	75	176	183	161	38	5	1	0	0	0	0	0	0	669	21-30	359
18:00	37	45	115	197	144	64	13	0	0	0	0	0	0	0	615	26-35	341
19:00	19	23	63	138	151	49	15	2	1	0	0	0	0	0	461	26-35	289
20:00	10	11	31	95	157	71	15	3	0	0	0	0	0	0	393	26-35	252
21:00	1	1	5	50	111	90	21	3	0	0	0	0	0	0	282	31-40	201
22:00	0	0	2	12	49	33	18	1	0	0	0	0	0	0	115	31-40	82
23:00	1	0	4	7	21	11	3	1	0	0	0	0	0	0	48	31-40	32
Total	280	528	1272	1827	1576	601	118	15	1	0	0	0	0	0	6218		
Percent	4.5%	8.5%	20.5%	29.4%	25.3%	9.7%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00							11:00		
Vol.	21	32	98	129	101	33	6	1							421		
PM Peak	15:00	15:00	15:00	16:00	14:00	21:00	21:00	20:00	19:00						17:00		
Vol.	40	102	190	223	167	90	21	3	1						669		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk West of Stillman Road
Fairfield, Connecticut

Site Code:
Station ID: 4330

Latitude: 0' 0.0000 Undefined

Westbound																
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed in Pace
05/31/17	0	0	0	9	18	13	2	1	0	0	0	0	0	0	43	31-40 31
01:00	0	0	1	2	3	8	3	1	0	0	0	0	0	0	18	31-40 11
02:00	0	1	0	2	4	1	1	0	0	0	0	0	0	0	9	26-35 6
03:00	0	1	0	0	4	5	2	0	0	0	0	0	0	0	12	31-40 9
04:00	1	0	0	1	14	4	6	1	0	0	0	0	0	0	27	31-40 18
05:00	2	2	0	4	26	34	18	5	0	0	0	0	0	0	91	31-40 60
06:00	1	3	10	43	132	183	69	16	2	0	0	0	0	0	459	31-40 315
07:00	2	22	55	188	230	126	34	4	1	0	0	0	0	0	662	26-35 418
08:00	4	20	51	174	213	106	29	4	0	0	0	0	0	0	601	26-35 387
09:00	9	18	53	190	215	73	17	3	0	0	0	0	0	0	578	26-35 405
10:00	12	29	78	176	188	82	12	1	0	0	0	0	0	0	578	26-35 364
11:00	13	44	114	147	144	61	7	1	0	0	0	0	0	0	531	26-35 291
12 PM	20	44	124	186	174	45	6	0	0	0	0	0	0	0	599	26-35 360
13:00	27	55	148	198	143	48	2	0	0	0	0	0	0	0	621	21-30 346
14:00	34	56	141	221	178	37	12	1	0	0	0	0	0	0	680	26-35 399
15:00	28	51	169	216	117	34	7	2	0	0	0	0	0	0	624	21-30 385
16:00	40	67	135	206	152	55	5	0	0	0	0	0	0	0	660	26-35 358
17:00	28	58	159	260	133	51	7	1	0	1	0	0	0	0	698	21-30 419
18:00	27	56	120	214	168	48	6	1	0	0	0	0	0	0	640	26-35 382
19:00	14	29	49	175	202	69	8	0	0	0	0	0	0	0	546	26-35 377
20:00	8	19	54	123	140	76	14	0	0	0	0	0	0	0	434	26-35 263
21:00	2	4	10	66	176	102	26	1	0	0	0	0	0	0	387	31-40 278
22:00	0	2	1	18	56	43	12	1	0	0	0	0	0	0	133	31-40 99
23:00	0	1	2	11	33	34	9	0	2	0	0	0	0	0	92	31-40 67
Total	272	582	1474	2830	2863	1338	314	44	5	1	0	0	0	0	9723	
Percent	2.8%	6.0%	15.2%	29.1%	29.4%	13.8%	3.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak	11:00	11:00	11:00	09:00	07:00	06:00	06:00	06:00	06:00						07:00	
Vol.	13	44	114	190	230	183	69	16	2						662	
PM Peak	16:00	16:00	15:00	17:00	19:00	21:00	21:00	15:00	23:00	17:00					17:00	
Vol.	40	67	169	260	202	102	26	2	2	1					698	

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk West of Stillman Road
Fairfield, Connecticut

Site Code:
Station ID: 4330

Latitude: 0' 0.0000 Undefined

Westbound																
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed in Pace
06/01/17	0	0	2	2	25	15	6	0	0	0	0	0	0	0	50	31-40 40
01:00	0	0	0	3	7	14	0	1	0	0	0	0	0	0	25	31-40 21
02:00	0	0	2	1	6	3	0	1	0	0	0	0	0	0	13	30-39 9
03:00	0	0	1	2	6	7	4	0	0	0	0	0	0	0	20	31-40 13
04:00	0	0	0	0	12	3	5	0	0	0	0	0	0	0	20	31-40 15
05:00	1	1	6	8	24	36	14	1	1	0	0	0	0	0	92	31-40 60
06:00	0	4	13	54	149	161	74	15	4	0	0	0	0	0	474	31-40 310
07:00	5	14	53	166	246	130	31	1	0	0	0	0	0	0	646	26-35 412
08:00	5	22	78	199	202	91	12	3	0	0	0	0	0	0	612	26-35 401
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	11	41	155	435	677	460	146	22	5	0	0	0	0	0	1952	
Percent	0.6%	2.1%	7.9%	22.3%	34.7%	23.6%	7.5%	1.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak	07:00	08:00	08:00	08:00	07:00	06:00	06:00	06:00	06:00						07:00	
Vol.	5	22	78	199	246	161	74	15	4						646	
PM Peak																
Vol.																
Total	563	1151	2901	5092	5116	2399	578	81	11	1	0	0	0	0	17893	
Percent	3.1%	6.4%	16.2%	28.5%	28.6%	13.4%	3.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		
			15th Percentile :		21 MPH											
			50th Percentile :		29 MPH											
			85th Percentile :		35 MPH											
			95th Percentile :		39 MPH											

Stats

10 MPH Pace Speed : 26-35 MPH

Number in Pace : 10208

Percent in Pace : 57.1%

Number of Vehicles > 40 MPH : 671

Percent of Vehicles > 40 MPH : 3.8%

Mean Speed(Average) : 29 MPH

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Page 1

Black Rock Tpk West of Stillman Road
Fairfield, Connecticut

Site Code:
Station ID: 4330

Latitude: 0' 0.0000 Undefined

Start Time	30-May-17 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		*	142			*	156				
12:15		*	145			*	167				
12:30		*	171			*	149				
12:45		*	156	0	614	*	154	0	626	0	1240
01:00		*	158			*	151				
01:15		*	193			*	154				
01:30		*	178			*	159				
01:45		*	162	0	691	*	144	0	608	0	1299
02:00		*	178			*	147				
02:15		*	151			*	193				
02:30		*	169			*	159				
02:45		*	163	0	661	*	161	0	660	0	1321
03:00		*	156			*	172				
03:15		*	190			*	164				
03:30		*	192			*	187				
03:45		*	177	0	715	*	143	0	666	0	1381
04:00		*	178			*	172				
04:15		*	203			*	166				
04:30		*	160			*	159				
04:45		*	181	0	722	*	157	0	654	0	1376
05:00		*	192			*	171				
05:15		*	222			*	162				
05:30		*	198			*	164				
05:45		*	220	0	832	*	172	0	669	0	1501
06:00		*	213			*	159				
06:15		*	175			*	168				
06:30		*	198			*	134				
06:45		*	155	0	741	*	154	0	615	0	1356
07:00		*	144			*	125				
07:15		*	127			*	112				
07:30		*	144			*	103				
07:45		*	121	0	536	*	121	0	461	0	997
08:00		*	97			*	126				
08:15		*	94			*	100				
08:30		*	61			*	95				
08:45		*	93	0	345	*	72	0	393	0	738
09:00		*	82			*	75				
09:15		*	66			*	88				
09:30		*	42			*	69				
09:45		*	36	0	226	*	50	0	282	0	508
10:00		*	39			*	40				
10:15		*	26			*	29				
10:30		*	25			*	25				
10:45		*	19	0	109	*	21	0	115	0	224
11:00		0	20			0	13				
11:15		29	22			121	11				
11:30		151	14			150	11				
11:45		152	11	332	67	150	13	421	48	753	115
Total		332	6259			421	5797			753	12056
Percent		5.0%	95.0%			6.8%	93.2%			5.9%	94.1%

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Page 2

Black Rock Tpk West of Stillman Road
Fairfield, Connecticut

Site Code:
Station ID: 4330

Latitude: 0' 0.0000 Undefined

Start Time	31-May-17 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		20	138			19	156				
12:15		9	150			14	143				
12:30		9	139			6	144				
12:45		4	152	42	579	4	156	43	599	85	1178
01:00		2	146			9	130				
01:15		4	133			3	144				
01:30		2	143			4	161				
01:45		4	155	12	577	2	186	18	621	30	1198
02:00		1	143			1	159				
02:15		3	147			1	172				
02:30		1	146			3	170				
02:45		4	149	9	585	4	179	9	680	18	1265
03:00		2	164			1	184				
03:15		2	163			3	154				
03:30		3	145			5	160				
03:45		3	177	10	649	3	126	12	624	22	1273
04:00		1	169			3	149				
04:15		5	159			3	160				
04:30		13	176			8	177				
04:45		6	157	25	661	13	174	27	660	52	1321
05:00		14	175			12	190				
05:15		19	188			19	164				
05:30		27	203			31	162				
05:45		19	208	79	774	29	182	91	698	170	1472
06:00		37	177			52	184				
06:15		44	177			98	160				
06:30		44	146			138	165				
06:45		61	168	186	668	171	131	459	640	645	1308
07:00		64	154			139	132				
07:15		129	137			161	153				
07:30		95	123			181	132				
07:45		119	112	407	526	181	129	662	546	1069	1072
08:00		116	130			161	140				
08:15		106	90			171	105				
08:30		125	73			138	89				
08:45		144	71	491	364	131	100	601	434	1092	798
09:00		144	81			139	108				
09:15		130	74			150	121				
09:30		140	52			140	94				
09:45		122	55	536	262	149	64	578	387	1114	649
10:00		113	46			161	47				
10:15		115	36			131	26				
10:30		134	40			152	35				
10:45		103	29	465	151	134	25	578	133	1043	284
11:00		119	14			113	28				
11:15		147	22			133	32				
11:30		121	17			136	20				
11:45		146	14	533	67	149	12	531	92	1064	159
Total		2795	5863			3609	6114			6404	11977
Percent		32.3%	67.7%			37.1%	62.9%			34.8%	65.2%

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk West of Stillman Road
Fairfield, Connecticut

Site Code:
Station ID: 4330

Latitude: 0' 0.0000 Undefined

Start Time	01-Jun-17 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		14	*			19	*				
12:15		8	*			15	*				
12:30		9	*			6	*				
12:45		3	*	34	0	10	*	50	0	84	0
01:00		5	*			9	*				
01:15		4	*			12	*				
01:30		5	*			4	*				
01:45		5	*	19	0	0	*	25	0	44	0
02:00		1	*			2	*				
02:15		5	*			3	*				
02:30		1	*			6	*				
02:45		4	*	11	0	2	*	13	0	24	0
03:00		3	*			6	*				
03:15		2	*			2	*				
03:30		3	*			4	*				
03:45		4	*	12	0	8	*	20	0	32	0
04:00		3	*			2	*				
04:15		5	*			5	*				
04:30		5	*			5	*				
04:45		9	*	22	0	8	*	20	0	42	0
05:00		29	*			9	*				
05:15		11	*			24	*				
05:30		22	*			22	*				
05:45		29	*	91	0	37	*	92	0	183	0
06:00		35	*			62	*				
06:15		38	*			99	*				
06:30		42	*			155	*				
06:45		61	*	176	0	158	*	474	0	650	0
07:00		88	*			116	*				
07:15		130	*			188	*				
07:30		101	*			187	*				
07:45		113	*	432	0	155	*	646	0	1078	0
08:00		111	*			177	*				
08:15		125	*			171	*				
08:30		116	*			130	*				
08:45		134	*	486	0	134	*	612	0	1098	0
09:00		135	*			150	*				
09:15		*	*	*	*	*	*	*	*	*	*
09:30		*	*	*	*	*	*	*	*	*	*
09:45		*	*	*	*	*	*	*	*	*	*
10:00		*	*	*	*	*	*	*	*	*	*
10:15		*	*	*	*	*	*	*	*	*	*
10:30		*	*	*	*	*	*	*	*	*	*
10:45		*	*	*	*	*	*	*	*	*	*
11:00		*	*	*	*	*	*	*	*	*	*
11:15		*	*	*	*	*	*	*	*	*	*
11:30		*	*	*	*	*	*	*	*	*	*
11:45		*	*	*	*	*	*	*	*	*	*
Total		1418	0			2102	0			3235	0
Percent		100.0%	0.0%			100.0%	0.0%			100.0%	0.0%
Grand Total		4545	12122			6132	11911			10392	24033
Percent		27.3%	72.7%			34.0%	66.0%			30.2%	69.8%
ADT		ADT 18,381	AADT 18,381								

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Page 1

Black Rock Tpk West of Stillman Road
Fairfield, Connecticut

Site Code:
Station ID: 4330

Latitude: 0' 0.0000 Undefined

Start Time	29-May-17		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou
12:00 AM	*	*	*	*	42	43	34	50	*	*	*	*	*	*	38	46
01:00	*	*	*	*	12	18	19	25	*	*	*	*	*	*	16	22
02:00	*	*	*	*	9	9	11	13	*	*	*	*	*	*	10	11
03:00	*	*	*	*	10	12	12	20	*	*	*	*	*	*	11	16
04:00	*	*	*	*	25	27	22	20	*	*	*	*	*	*	24	24
05:00	*	*	*	*	79	91	91	92	*	*	*	*	*	*	85	92
06:00	*	*	*	*	186	459	176	474	*	*	*	*	*	*	181	466
07:00	*	*	*	*	407	662	432	646	*	*	*	*	*	*	420	654
08:00	*	*	*	*	491	601	486	612	*	*	*	*	*	*	488	606
09:00	*	*	*	*	536	578	*	*	*	*	*	*	*	*	536	578
10:00	*	*	*	*	465	578	*	*	*	*	*	*	*	*	465	578
11:00	*	*	332	421	533	531	*	*	*	*	*	*	*	*	432	476
12:00 PM	*	*	614	626	579	599	*	*	*	*	*	*	*	*	596	612
01:00	*	*	691	608	577	621	*	*	*	*	*	*	*	*	634	614
02:00	*	*	661	660	585	680	*	*	*	*	*	*	*	*	623	670
03:00	*	*	715	666	649	624	*	*	*	*	*	*	*	*	682	645
04:00	*	*	722	654	661	660	*	*	*	*	*	*	*	*	692	657
05:00	*	*	832	669	774	698	*	*	*	*	*	*	*	*	803	684
06:00	*	*	741	615	668	640	*	*	*	*	*	*	*	*	704	628
07:00	*	*	536	461	526	546	*	*	*	*	*	*	*	*	531	504
08:00	*	*	345	393	364	434	*	*	*	*	*	*	*	*	354	414
09:00	*	*	226	282	262	387	*	*	*	*	*	*	*	*	244	334
10:00	*	*	109	115	151	133	*	*	*	*	*	*	*	*	130	124
11:00	*	*	67	48	67	92	*	*	*	*	*	*	*	*	67	70
Lane	0	0	6591	6218	8658	9723	1283	1952	0	0	0	0	0	0	8766	9525
Day	0		12809		18381		3235		0	0	0	0	0		18291	
AM Peak	-	-	11:00	11:00	09:00	07:00	08:00	07:00	-	-	-	-	-	-	09:00	07:00
Vol.	-	-	332	421	536	662	486	646	-	-	-	-	-	-	536	654
PM Peak	-	-	17:00	17:00	17:00	17:00	-	-	-	-	-	-	-	-	17:00	17:00
Vol.	-	-	832	669	774	698	-	-	-	-	-	-	-	-	803	684

Comb. Total	0	12809	18381	3235	0	0	0	18291
ADT	ADT 18,381	AADT 18,381						

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Tunxis Hill Cutoff East of Black Rock Tpk
Fairfield, Connecticut

Site Code:
Station ID: 4332

Latitude: 0' 0.0000 Undefined

Eastbound																
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Pace Speed
05/30/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	0	1	4	21	28	16	4	0	0	0	0	0	0	74	31-40
13:00	0	4	5	19	72	127	80	33	5	0	0	0	0	0	345	36-45
14:00	0	4	10	19	62	129	106	38	9	3	0	0	0	0	380	36-45
15:00	0	6	5	25	90	189	91	34	9	1	1	0	0	1	452	34-43
16:00	0	3	4	22	102	184	126	27	7	4	0	0	1	0	480	36-45
17:00	0	7	2	44	110	178	132	33	7	3	1	0	0	0	517	36-45
18:00	0	4	7	17	110	180	121	36	6	2	0	0	0	0	483	36-45
19:00	0	2	4	30	57	112	84	39	8	0	0	0	0	0	336	36-45
20:00	0	1	5	8	37	66	44	23	10	0	0	1	0	0	195	36-45
21:00	1	3	5	4	29	49	26	10	1	0	0	0	0	0	128	31-40
22:00	0	1	0	4	13	30	12	15	8	1	0	1	0	0	85	31-40
23:00	0	0	0	3	5	15	14	7	6	1	0	0	0	0	51	36-45
Total	1	35	48	199	708	1287	852	299	76	15	2	2	1	1	3526	
Percent	0.0%	1.0%	1.4%	5.6%	20.1%	36.5%	24.2%	8.5%	2.2%	0.4%	0.1%	0.1%	0.0%	0.0%		
AM Peak Vol.																
PM Peak Vol.	21:00 1	17:00 7	14:00 10	17:00 44	17:00 110	15:00 189	17:00 132	19:00 39	20:00 10	16:00 4	15:00 1	20:00 1	16:00 1	15:00 1	17:00 517	

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Tunxis Hill Cutoff East of Black Rock Tpk
Fairfield, Connecticut

Site Code:
Station ID: 4332

Latitude: 0' 0.0000 Undefined

Eastbound																
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed in Pace
05/31/17	0	0	0	1	6	10	11	2	0	0	0	0	0	0	30	36-45 21
01:00	0	0	0	3	2	3	6	0	0	1	0	0	0	0	15	36-45 9
02:00	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	49-58 2
03:00	0	0	0	0	0	1	2	1	0	0	1	0	0	0	5	41-50 3
04:00	0	0	1	0	2	1	0	0	0	1	0	0	0	0	5	31-40 3
05:00	0	0	0	3	1	3	4	1	0	0	0	0	0	0	12	36-45 7
06:00	0	0	0	2	2	14	16	6	2	1	0	0	0	0	43	36-45 30
07:00	2	2	6	16	58	58	57	33	3	1	0	1	0	0	237	31-40 116
08:00	0	1	5	5	24	58	70	42	7	2	0	0	0	0	214	36-45 128
09:00	0	2	2	10	30	80	64	34	8	2	0	1	0	0	233	36-45 144
10:00	0	3	2	17	40	92	79	23	9	1	0	0	0	0	266	36-45 171
11:00	0	0	6	7	41	94	73	36	11	1	0	0	0	0	269	36-45 167
12 PM	0	1	9	14	60	117	75	46	4	1	1	0	0	0	328	36-45 192
13:00	0	2	3	16	59	109	96	48	10	1	0	1	0	0	345	36-45 205
14:00	0	2	4	19	89	143	83	33	13	1	1	1	0	0	389	31-40 232
15:00	2	1	5	24	78	135	106	49	18	3	0	0	0	0	421	36-45 241
16:00	0	7	12	35	89	146	118	40	11	1	0	0	0	0	459	36-45 264
17:00	1	5	16	41	119	187	108	38	11	2	0	0	0	0	528	31-40 306
18:00	0	4	8	12	85	180	127	40	11	3	0	0	0	0	470	36-45 307
19:00	0	5	4	20	56	121	126	22	15	0	0	0	0	0	369	36-45 247
20:00	0	3	3	9	36	100	69	28	9	1	0	0	0	0	258	36-45 169
21:00	0	4	8	4	38	55	36	11	12	0	2	0	0	0	170	31-40 93
22:00	0	0	0	5	21	36	26	17	5	1	0	1	0	0	112	36-45 62
23:00	0	0	0	0	7	19	18	7	2	1	2	0	1	1	58	36-45 37
Total	5	42	94	263	943	1762	1371	557	162	26	7	5	1	1	5239	
Percent	0.1%	0.8%	1.8%	5.0%	18.0%	33.6%	26.2%	10.6%	3.1%	0.5%	0.1%	0.1%	0.0%	0.0%		
AM Peak	07:00	10:00	07:00	10:00	07:00	11:00	10:00	08:00	11:00	08:00	03:00	07:00			11:00	
Vol.	2	3	6	17	58	94	79	42	11	2	1	1			269	
PM Peak	15:00	16:00	17:00	17:00	17:00	17:00	18:00	15:00	15:00	15:00	21:00	13:00	23:00	23:00	17:00	
Vol.	2	7	16	41	119	187	127	49	18	3	2	1	1	1	528	

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Tunxis Hill Cutoff East of Black Rock Tpk
Fairfield, Connecticut

Site Code:
Station ID: 4332

Latitude: 0' 0.0000 Undefined

Eastbound																
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed
06/01/17	0	0	1	2	3	9	6	3	2	0	0	0	0	0	26	36-45
01:00	0	0	0	0	2	2	9	4	1	0	0	0	0	0	18	40-49
02:00	0	0	0	0	0	0	2	0	3	1	1	0	0	0	7	51-60
03:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4	35-44
04:00	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4	39-48
05:00	0	0	1	1	0	4	4	7	0	0	0	0	0	0	17	41-50
06:00	0	0	0	2	4	8	15	16	5	2	0	1	0	0	53	41-50
07:00	0	0	2	9	38	63	65	43	18	4	2	0	0	0	244	36-45
08:00	0	0	2	1	13	40	63	46	25	4	1	0	0	0	195	41-50
09:00	0	1	2	6	34	75	66	36	20	4	1	0	0	0	245	36-45
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	1	8	21	94	203	233	158	74	15	5	1	0	0	813	
Percent	0.0%	0.1%	1.0%	2.6%	11.6%	25.0%	28.7%	19.4%	9.1%	1.8%	0.6%	0.1%	0.0%	0.0%		
AM Peak		09:00	07:00	07:00	07:00	09:00	09:00	08:00	08:00	07:00	07:00	06:00			09:00	
Vol.		1	2	9	38	75	66	46	25	4	2	1			245	
PM Peak																
Vol.																
Total	6	78	150	483	1745	3252	2456	1014	312	56	14	8	2	2	9578	
Percent	0.1%	0.8%	1.6%	5.0%	18.2%	34.0%	25.6%	10.6%	3.3%	0.6%	0.1%	0.1%	0.0%	0.0%		
			15th Percentile :		32 MPH											
			50th Percentile :		38 MPH											
			85th Percentile :		44 MPH											
			95th Percentile :		49 MPH											

Stats

10 MPH Pace Speed : 36-45 MPH

Number in Pace : 5708

Percent in Pace : 59.6%

Number of Vehicles > 40 MPH : 3864

Percent of Vehicles > 40 MPH : 40.3%

Mean Speed(Average) : 39 MPH

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Tunxis Hill Cutoff East of Black Rock Tpk
Fairfield, Connecticut

Site Code:
Station ID: 4332

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
05/30/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	2	9	14	38	24	0	0	1	0	0	0	0	0	88	31-40	62
13:00	1	1	12	42	141	82	11	0	0	0	0	0	0	0	290	31-40	223
14:00	1	5	18	101	180	79	7	0	1	0	0	0	0	0	392	26-35	281
15:00	1	1	26	89	170	102	6	1	0	0	0	0	0	0	396	31-40	272
16:00	2	10	12	62	178	74	12	2	0	0	0	0	0	0	352	31-40	252
17:00	0	10	14	66	130	87	10	0	0	0	0	0	0	0	317	31-40	217
18:00	0	5	12	59	98	78	14	0	0	0	0	0	0	0	266	31-40	176
19:00	0	13	10	38	83	62	9	0	0	0	0	0	0	0	215	31-40	145
20:00	0	4	6	62	75	40	10	1	0	0	0	0	0	0	198	26-35	137
21:00	1	2	3	16	36	33	6	0	0	0	0	0	0	0	97	31-40	69
22:00	0	0	2	6	20	15	3	0	1	0	0	0	0	0	47	31-40	35
23:00	0	0	3	4	7	11	1	3	0	0	0	0	0	0	29	31-40	18
Total	6	53	127	559	1156	687	89	7	3	0	0	0	0	0	2687		
Percent	0.2%	2.0%	4.7%	20.8%	43.0%	25.6%	3.3%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00 2	19:00 13	15:00 26	14:00 101	14:00 180	15:00 102	18:00 14	23:00 3	12:00 1						15:00 396		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Tunxis Hill Cutoff East of Black Rock Tpk
Fairfield, Connecticut

Site Code:
Station ID: 4332

Latitude: 0' 0.0000 Undefined

Westbound																
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed in Pace
05/31/17	0	0	1	5	8	7	0	0	0	0	0	0	0	0	21	30-39 15
01:00	0	0	0	1	1	3	0	0	0	0	0	0	0	0	5	30-39 4
02:00	0	1	0	2	3	2	0	0	0	0	0	0	0	0	8	31-40 5
03:00	0	0	0	0	3	1	1	1	0	0	0	0	0	0	6	31-40 4
04:00	0	0	0	1	6	7	2	0	0	0	0	0	0	0	16	31-40 13
05:00	0	0	0	10	26	24	10	2	0	0	0	0	0	0	72	31-40 50
06:00	0	0	9	88	122	126	17	1	1	0	0	0	0	0	364	31-40 248
07:00	1	8	28	180	298	134	13	1	1	0	0	0	0	0	664	26-35 478
08:00	0	1	10	89	239	118	30	0	0	0	0	0	0	0	487	31-40 357
09:00	0	6	29	88	178	88	7	0	0	0	0	0	0	0	396	31-40 266
10:00	1	6	14	61	135	75	17	2	0	0	0	0	0	0	311	31-40 210
11:00	2	5	7	65	136	78	11	0	0	0	0	0	0	0	304	31-40 214
12 PM	0	7	11	54	141	86	14	1	0	0	0	0	0	0	314	31-40 227
13:00	0	5	19	74	139	93	18	2	0	0	0	0	0	0	350	31-40 232
14:00	1	12	13	63	174	80	18	1	0	0	0	0	0	0	362	31-40 254
15:00	2	8	32	77	172	82	13	5	0	0	0	0	0	0	391	31-40 254
16:00	2	11	24	60	134	99	27	1	0	0	0	0	0	0	358	31-40 233
17:00	0	7	34	60	156	96	17	2	0	0	0	0	0	0	372	31-40 252
18:00	0	3	12	60	115	77	19	3	0	0	0	0	0	0	289	31-40 192
19:00	5	2	12	52	96	71	21	2	0	0	0	0	0	0	261	31-40 167
20:00	0	5	18	30	80	38	13	2	0	0	0	0	0	0	186	31-40 118
21:00	0	4	5	30	98	58	7	1	0	0	0	0	0	0	203	31-40 156
22:00	0	0	1	12	26	20	7	0	0	0	0	0	0	0	66	31-40 46
23:00	0	0	0	1	12	4	4	3	0	0	0	0	0	0	24	31-40 16
Total	14	91	279	1163	2498	1467	286	30	2	0	0	0	0	0	5830	
Percent	0.2%	1.6%	4.8%	19.9%	42.8%	25.2%	4.9%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak	11:00	07:00	09:00	07:00	07:00	07:00	08:00	05:00	06:00						07:00	
Vol.	2	8	29	180	298	134	30	2	1						664	
PM Peak	19:00	14:00	17:00	15:00	14:00	16:00	16:00	15:00							15:00	
Vol.	5	12	34	77	174	99	27	5							391	

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Tunxis Hill Cutoff East of Black Rock Tpk
Fairfield, Connecticut

Site Code:
Station ID: 4332

Latitude: 0' 0.0000 Undefined

Westbound																
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed
06/01/17	0	0	1	2	11	9	0	0	1	0	0	0	0	0	24	31-40
01:00	0	0	0	1	3	1	0	2	0	0	0	0	0	0	7	31-40
02:00	0	0	0	0	1	3	1	0	0	0	0	0	0	0	5	36-45
03:00	0	0	0	4	2	2	2	0	0	0	0	0	0	0	10	26-35
04:00	0	0	0	0	6	6	2	2	0	0	0	0	0	0	16	31-40
05:00	0	0	0	9	17	26	17	1	0	0	0	0	0	0	70	36-45
06:00	0	0	15	39	111	142	50	11	0	0	0	0	0	0	368	31-40
07:00	0	2	15	124	234	206	43	2	0	0	0	0	0	0	626	31-40
08:00	0	0	10	86	164	132	33	3	2	0	0	0	0	0	430	31-40
09:00	0	13	13	70	136	91	16	4	0	0	0	0	0	0	343	31-40
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	15	54	335	685	618	164	25	3	0	0	0	0	0	1899	
Percent	0.0%	0.8%	2.8%	17.6%	36.1%	32.5%	8.6%	1.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%		
AM Peak		09:00	06:00	07:00	07:00	07:00	06:00	06:00	08:00						07:00	
Vol.		13	15	124	234	206	50	11	2						626	
PM Peak																
Vol.																
Total	20	159	460	2057	4339	2772	539	62	8	0	0	0	0	0	10416	
Percent	0.2%	1.5%	4.4%	19.7%	41.7%	26.6%	5.2%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		

15th Percentile : 27 MPH
50th Percentile : 32 MPH
85th Percentile : 38 MPH
95th Percentile : 40 MPH

Stats
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 7111
Percent in Pace : 68.3%
Number of Vehicles > 40 MPH : 609
Percent of Vehicles > 40 MPH : 5.8%
Mean Speed(Average) : 33 MPH

Connecticut Counts LLC

Tunxis Hill Cutoff East of Black Rock Tpk
Fairfield, Connecticut

Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 4332

Latitude: 0' 0.0000 Undefined

Start Time	30-May-17 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		*	0			*	0				
12:15		*	0			*	0				
12:30		*	0			*	0				
12:45		*	74	0	74	*	88	0	88	0	162
01:00		*	91			*	67				
01:15		*	83			*	83				
01:30		*	88			*	77				
01:45		*	83	0	345	*	63	0	290	0	635
02:00		*	96			*	74				
02:15		*	90			*	142				
02:30		*	94			*	96				
02:45		*	100	0	380	*	80	0	392	0	772
03:00		*	111			*	91				
03:15		*	116			*	82				
03:30		*	127			*	121				
03:45		*	98	0	452	*	102	0	396	0	848
04:00		*	121			*	73				
04:15		*	96			*	90				
04:30		*	131			*	94				
04:45		*	132	0	480	*	95	0	352	0	832
05:00		*	133			*	77				
05:15		*	143			*	65				
05:30		*	127			*	94				
05:45		*	114	0	517	*	81	0	317	0	834
06:00		*	145			*	82				
06:15		*	116			*	65				
06:30		*	115			*	52				
06:45		*	107	0	483	*	67	0	266	0	749
07:00		*	88			*	60				
07:15		*	83			*	43				
07:30		*	109			*	57				
07:45		*	56	0	336	*	55	0	215	0	551
08:00		*	56			*	51				
08:15		*	58			*	56				
08:30		*	43			*	47				
08:45		*	38	0	195	*	44	0	198	0	393
09:00		*	37			*	32				
09:15		*	33			*	27				
09:30		*	33			*	21				
09:45		*	25	0	128	*	17	0	97	0	225
10:00		*	37			*	13				
10:15		*	20			*	8				
10:30		*	13			*	12				
10:45		*	15	0	85	*	14	0	47	0	132
11:00		*	17			*	8				
11:15		*	14			*	8				
11:30		*	12			*	7				
11:45		*	8	0	51	*	6	0	29	0	80
Total		0	3526			0	2687			0	6213
Percent		0.0%	100.0%			0.0%	100.0%			0.0%	100.0%

Connecticut Counts LLC

Tunxis Hill Cutoff East of Black Rock Tpk
Fairfield, Connecticut

Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 4332

Latitude: 0' 0.0000 Undefined

Start Time	31-May-17 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		11	82			5	92				
12:15		12	82			5	64				
12:30		2	82			4	72				
12:45		5	82	30	328	7	86	21	314	51	642
01:00		7	88			1	79				
01:15		1	67			1	82				
01:30		5	86			2	98				
01:45		2	104	15	345	1	91	5	350	20	695
02:00		0	112			2	82				
02:15		0	101			1	107				
02:30		3	82			2	89				
02:45		0	94	3	389	3	84	8	362	11	751
03:00		0	104			0	103				
03:15		3	117			3	83				
03:30		0	88			2	101				
03:45		2	112	5	421	1	104	6	391	11	812
04:00		1	116			2	89				
04:15		0	115			4	72				
04:30		3	112			4	104				
04:45		1	116	5	459	6	93	16	358	21	817
05:00		2	128			13	96				
05:15		1	143			12	88				
05:30		5	122			22	91				
05:45		4	135	12	528	25	97	72	372	84	900
06:00		6	143			34	85				
06:15		9	115			83	76				
06:30		14	101			106	71				
06:45		14	111	43	470	141	57	364	289	407	759
07:00		40	95			142	65				
07:15		102	114			185	66				
07:30		50	80			175	59				
07:45		45	80	237	369	162	71	664	261	901	630
08:00		45	90			146	53				
08:15		58	71			118	49				
08:30		51	60			116	45				
08:45		60	37	214	258	107	39	487	186	701	444
09:00		55	43			128	70				
09:15		58	44			104	62				
09:30		65	43			82	41				
09:45		55	40	233	170	82	30	396	203	629	373
10:00		65	43			89	23				
10:15		63	25			70	19				
10:30		72	23			75	13				
10:45		66	21	266	112	77	11	311	66	577	178
11:00		58	18			74	7				
11:15		70	16			71	9				
11:30		64	16			76	5				
11:45		77	8	269	58	83	3	304	24	573	82
Total		1332	3907			2654	3176			3986	7083
Percent		25.4%	74.6%			45.5%	54.5%			36.0%	64.0%

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Page 3

Tunxis Hill Cutoff East of Black Rock Tpk
Fairfield, Connecticut

Site Code:
Station ID: 4332

Latitude: 0' 0.0000 Undefined

Start Time	01-Jun-17 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		7	*			6	*				
12:15		8	*			8	*				
12:30		10	*			10	*				
12:45		1	*	26	0	0	*	24	0	50	0
01:00		6	*			5	*				
01:15		2	*			1	*				
01:30		5	*			1	*				
01:45		5	*	18	0	0	*	7	0	25	0
02:00		2	*			0	*				
02:15		1	*			3	*				
02:30		2	*			2	*				
02:45		2	*	7	0	0	*	5	0	12	0
03:00		0	*			2	*				
03:15		0	*			2	*				
03:30		2	*			2	*				
03:45		2	*	4	0	4	*	10	0	14	0
04:00		0	*			3	*				
04:15		1	*			4	*				
04:30		0	*			4	*				
04:45		3	*	4	0	5	*	16	0	20	0
05:00		4	*			10	*				
05:15		3	*			21	*				
05:30		4	*			15	*				
05:45		6	*	17	0	24	*	70	0	87	0
06:00		6	*			38	*				
06:15		15	*			82	*				
06:30		14	*			121	*				
06:45		18	*	53	0	127	*	368	0	421	0
07:00		39	*			142	*				
07:15		100	*			186	*				
07:30		49	*			164	*				
07:45		56	*	244	0	134	*	626	0	870	0
08:00		46	*			124	*				
08:15		55	*			99	*				
08:30		45	*			78	*				
08:45		49	*	195	0	129	*	430	0	625	0
09:00		65	*			108	*				
09:15		66	*			88	*				
09:30		58	*			76	*				
09:45		56	*	245	0	71	*	343	0	588	0
10:00		55	*			92	*				
10:15		*	*	*	*	*	*	*	*	*	*
10:30		*	*	*	*	*	*	*	*	*	*
10:45		*	*	*	*	*	*	*	*	*	*
11:00		*	*	*	*	*	*	*	*	*	*
11:15		*	*	*	*	*	*	*	*	*	*
11:30		*	*	*	*	*	*	*	*	*	*
11:45		*	*	*	*	*	*	*	*	*	*
Total		868	0			1991	0			2712	0
Percent		100.0%	0.0%			100.0%	0.0%			100.0%	0.0%
Grand Total		2200	7433			4645	5863			6698	13296
Percent		22.8%	77.2%			44.2%	55.8%			33.5%	66.5%
ADT		ADT 10,566	AADT 10,566								

Site Code:
Station ID: 4332

	29-May-17		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Start Time	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou
12:00 AM	*	*	*	*	30	21	26	24	*	*	*	*	*	*	28	22
01:00	*	*	*	*	15	5	18	7	*	*	*	*	*	*	16	6
02:00	*	*	*	*	3	8	7	5	*	*	*	*	*	*	5	6
03:00	*	*	*	*	5	6	4	10	*	*	*	*	*	*	4	8
04:00	*	*	*	*	5	16	4	16	*	*	*	*	*	*	4	16
05:00	*	*	*	*	12	72	17	70	*	*	*	*	*	*	14	71
06:00	*	*	*	*	43	364	53	368	*	*	*	*	*	*	48	366
07:00	*	*	*	*	237	664	244	626	*	*	*	*	*	*	240	645
08:00	*	*	*	*	214	487	195	430	*	*	*	*	*	*	204	458
09:00	*	*	*	*	233	396	245	343	*	*	*	*	*	*	239	370
10:00	*	*	*	*	266	311	*	*	*	*	*	*	*	*	266	311
11:00	*	*	*	*	269	304	*	*	*	*	*	*	*	*	269	304
12:00 PM	*	*	74	88	328	314	*	*	*	*	*	*	*	*	201	201
01:00	*	*	345	290	345	350	*	*	*	*	*	*	*	*	345	320
02:00	*	*	380	392	389	362	*	*	*	*	*	*	*	*	384	377
03:00	*	*	452	396	421	391	*	*	*	*	*	*	*	*	436	394
04:00	*	*	480	352	459	358	*	*	*	*	*	*	*	*	470	355
05:00	*	*	517	317	528	372	*	*	*	*	*	*	*	*	522	344
06:00	*	*	483	266	470	289	*	*	*	*	*	*	*	*	476	278
07:00	*	*	336	215	369	261	*	*	*	*	*	*	*	*	352	238
08:00	*	*	195	198	258	186	*	*	*	*	*	*	*	*	226	192
09:00	*	*	128	97	170	203	*	*	*	*	*	*	*	*	149	150
10:00	*	*	85	47	112	66	*	*	*	*	*	*	*	*	98	56
11:00	*	*	51	29	58	24	*	*	*	*	*	*	*	*	54	26
Lane Day	0	0	3526 6213	2687	5239 11069	5830	813 2712	1899	0	0	0	0	0	0	5050 10564	5514
AM Peak Vol.	-	-	-	-	11:00 269	07:00 664	09:00 245	07:00 626	-	-	-	-	-	-	11:00 269	07:00 645
PM Peak Vol.	-	-	17:00 517	15:00 396	17:00 528	15:00 391	-	-	-	-	-	-	-	-	17:00 522	15:00 394

Comb. Total	0	6213	11069	2712	0	0	0	10564
ADT	ADT 10,566	AADT 10,566						

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk West of Arrowhead Lane
Fairfield, Connecticut

Site Code:
Station ID: 4333

Latitude: 0' 0.0000 Undefined

Eastbound																	
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/06/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	0	0	1	23	92	70	32	2	0	0	0	0	0	0	220	31-40	162
08:00	0	2	8	17	167	292	124	9	6	0	0	0	0	0	625	31-40	459
09:00	0	0	4	11	121	243	137	12	1	0	0	0	0	0	529	36-45	380
10:00	0	0	0	26	131	268	154	22	4	1	0	0	0	0	606	36-45	422
11:00	0	0	1	22	142	280	140	23	4	0	0	0	0	0	612	31-40	422
12 PM	0	0	3	21	151	298	159	22	6	0	0	0	0	0	660	36-45	457
13:00	0	1	0	4	187	319	182	19	3	0	0	0	0	0	715	31-40	506
14:00	0	4	7	26	171	323	171	21	5	1	0	0	0	0	729	31-40	494
15:00	0	5	25	45	182	293	128	16	1	0	0	0	0	0	695	31-40	475
16:00	1	27	38	29	125	245	149	27	2	0	0	0	0	0	643	36-45	394
17:00	0	13	25	33	108	297	202	31	6	0	0	0	0	0	715	36-45	499
18:00	0	0	2	8	118	312	218	29	5	0	0	0	0	0	692	36-45	530
19:00	0	0	1	8	114	236	171	32	2	0	0	0	0	0	564	36-45	407
20:00	0	0	0	8	59	173	152	23	10	0	1	0	0	0	426	36-45	325
21:00	0	0	0	9	31	151	194	31	12	0	0	0	0	0	428	36-45	345
22:00	0	0	0	2	12	52	55	32	9	0	0	0	0	0	162	36-45	107
23:00	0	0	0	0	8	11	28	6	7	0	0	0	0	0	60	36-45	39
Total	1	52	115	292	1919	3863	2396	357	83	2	1	0	0	0	9081		
Percent	0.0%	0.6%	1.3%	3.2%	21.1%	42.5%	26.4%	3.9%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		08:00	08:00	10:00	08:00	08:00	10:00	11:00	08:00	10:00					08:00		
Vol.		2	8	26	167	292	154	23	6	1					625		
PM Peak	16:00	16:00	16:00	15:00	13:00	14:00	18:00	19:00	21:00	14:00	20:00				14:00		
Vol.	1	27	38	45	187	323	218	32	12	1	1				729		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk West of Arrowhead Lane
Fairfield, Connecticut

Site Code:
Station ID: 4333

Latitude: 0' 0.0000 Undefined

Eastbound																
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed in Pace
06/07/17	0	0	0	1	2	14	16	6	5	0	0	0	0	0	44	36-45 30
01:00	0	0	0	0	2	6	4	2	1	0	0	0	0	0	15	36-45 10
02:00	0	0	0	0	1	4	2	3	1	0	0	0	0	0	11	34-43 6
03:00	0	0	0	0	1	6	5	1	0	0	0	0	0	0	13	36-45 11
04:00	0	0	0	0	0	3	9	2	1	2	0	0	0	0	17	36-45 12
05:00	0	0	0	0	3	37	65	19	8	1	2	0	0	0	135	36-45 102
06:00	65	25	23	55	180	271	117	22	6	0	0	0	0	0	764	31-40 451
07:00	0	1	11	54	251	370	130	10	2	0	0	0	0	0	829	31-40 621
08:00	1	7	14	47	130	289	150	25	1	0	0	0	0	0	664	36-45 439
09:00	0	0	4	16	118	270	168	20	2	1	0	0	0	0	599	36-45 438
10:00	0	1	0	7	74	237	169	35	8	0	0	0	0	0	531	36-45 406
11:00	0	0	3	25	155	270	117	23	9	0	0	0	0	0	602	31-40 425
12 PM	0	1	4	14	113	280	198	33	9	0	0	0	0	0	652	36-45 478
13:00	0	2	4	23	140	309	175	23	3	1	0	0	0	0	680	36-45 484
14:00	1	3	10	38	131	353	198	33	4	0	0	0	0	0	771	36-45 551
15:00	1	14	17	54	167	243	169	18	2	0	0	0	0	0	685	35-44 412
16:00	0	28	39	25	91	199	190	33	11	0	0	0	0	0	616	36-45 389
17:00	0	8	33	39	107	285	209	22	4	0	0	0	0	0	707	36-45 494
18:00	0	0	3	27	167	287	187	18	7	0	0	0	0	0	696	36-45 474
19:00	0	0	0	3	70	241	243	38	7	1	0	0	0	0	603	36-45 484
20:00	0	0	1	4	105	179	145	26	8	1	0	0	0	0	469	36-45 324
21:00	0	0	0	7	114	237	197	37	6	0	0	0	0	0	598	36-45 434
22:00	0	0	1	2	11	54	78	22	7	0	2	0	0	0	177	36-45 132
23:00	0	0	0	0	11	26	44	12	4	1	1	0	0	0	99	36-45 70
Total	68	90	167	441	2144	4470	2985	483	116	8	5	0	0	0	10977	
Percent	0.6%	0.8%	1.5%	4.0%	19.5%	40.7%	27.2%	4.4%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%		
AM Peak	06:00	06:00	06:00	06:00	07:00	07:00	10:00	10:00	11:00	04:00	05:00				07:00	
Vol.	65	25	23	55	251	370	169	35	9	2	2				829	
PM Peak	14:00	16:00	16:00	15:00	15:00	14:00	19:00	19:00	16:00	13:00	22:00				14:00	
Vol.	1	28	39	54	167	353	243	38	11	1	2				771	

Site Code:
Station ID: 4333

Eastbound																	
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed	in Pace
06/08/17	0	0	0	0	7	29	39	10	2	0	0	0	0	0	87	36-45	68
01:00	0	0	0	0	3	5	12	9	2	0	0	0	0	0	31	41-50	21
02:00	0	0	0	0	0	4	4	3	0	0	0	0	0	0	11	36-45	8
03:00	0	0	0	1	1	7	2	3	0	0	0	0	0	0	14	34-43	9
04:00	0	0	0	1	1	1	11	6	4	0	0	0	0	0	24	41-50	17
05:00	0	0	0	1	7	38	48	34	12	3	0	0	0	0	143	36-45	86
06:00	0	0	1	10	169	340	187	27	5	0	0	0	0	0	739	36-45	527
07:00	2	5	10	32	238	326	159	16	4	0	0	0	0	0	792	31-40	564
08:00	0	0	14	49	193	273	148	21	2	0	0	0	0	0	700	31-40	466
09:00	0	0	1	22	129	296	149	23	3	1	0	0	0	0	624	36-45	445
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	2	5	26	116	748	1319	759	152	34	4	0	0	0	0	3165		
Percent	0.1%	0.2%	0.8%	3.7%	23.6%	41.7%	24.0%	4.8%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	08:00	08:00	07:00	06:00	06:00	05:00	05:00	05:00					07:00		
Vol.	2	5	14	49	238	340	187	34	12	3					792		
PM Peak																	
Vol.																	
Total	71	147	308	849	4811	9652	6140	992	233	14	6	0	0	0	23223		
Percent	0.3%	0.6%	1.3%	3.7%	20.7%	41.6%	26.4%	4.3%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%			
			15th Percentile :		32 MPH												
			50th Percentile :		37 MPH												
			85th Percentile :		43 MPH												
			95th Percentile :		45 MPH												
Stats		10 MPH Pace Speed :		36-45 MPH													
		Number in Pace :		15792													

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk West of Arrowhead Lane
Fairfield, Connecticut

Site Code:
Station ID: 4333

Latitude: 0' 0.0000 Undefined

Westbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06/06/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	0	0	2	20	48	85	58	14	4	0	0	0	0	0	231	36-45	143
08:00	3	6	22	55	87	177	244	73	11	1	0	0	0	0	679	36-45	421
09:00	0	0	3	23	87	217	247	67	19	3	1	1	0	0	668	36-45	464
10:00	0	0	2	14	72	154	209	96	37	6	0	0	0	0	590	36-45	363
11:00	0	5	10	44	98	184	186	85	34	4	1	0	0	0	651	36-45	370
12 PM	4	2	11	27	63	186	222	74	30	2	0	0	0	0	621	36-45	408
13:00	0	6	13	28	104	190	267	73	21	4	0	0	0	0	706	36-45	457
14:00	5	13	23	50	110	250	223	51	7	1	1	0	0	0	734	36-45	473
15:00	19	34	58	110	200	241	197	67	10	2	0	0	0	0	938	31-40	441
16:00	51	73	108	184	181	185	131	23	4	1	0	0	0	0	941	31-40	366
17:00	26	42	72	91	180	252	223	46	13	2	0	0	0	0	947	36-45	475
18:00	1	5	15	41	138	212	287	103	22	6	0	0	0	0	830	36-45	499
19:00	0	1	1	7	20	117	214	94	57	11	2	0	0	0	524	36-45	331
20:00	0	0	2	3	10	57	137	42	41	4	4	0	0	0	300	36-45	194
21:00	0	0	0	2	10	48	90	37	22	6	2	0	0	0	217	36-45	138
22:00	0	0	0	0	1	15	32	27	20	14	6	0	0	0	115	41-50	59
23:00	0	0	1	0	2	12	14	15	13	3	2	0	0	0	62	41-50	29
Total	109	187	343	699	1411	2582	2981	987	365	70	19	1	0	0	9754		
Percent	1.1%	1.9%	3.5%	7.2%	14.5%	26.5%	30.6%	10.1%	3.7%	0.7%	0.2%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	11:00	09:00	09:00	10:00	10:00	10:00	09:00	09:00			08:00		
Vol.	3	6	22	55	98	217	247	96	37	6	1	1			679		
PM Peak	16:00	16:00	16:00	16:00	15:00	17:00	18:00	18:00	19:00	22:00	22:00				17:00		
Vol.	51	73	108	184	200	252	287	103	57	14	6				947		

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk West of Arrowhead Lane
Fairfield, Connecticut

Site Code:
Station ID: 4333

Latitude: 0' 0.0000 Undefined

Westbound																
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed in Pace
06/07/17	0	0	0	0	0	3	9	15	8	4	0	1	0	0	40	41-50 24
01:00	0	0	0	0	0	2	5	1	4	1	0	0	0	0	13	36-45 7
02:00	0	0	0	0	1	3	4	2	0	0	0	0	0	0	10	36-45 7
03:00	0	0	0	0	0	6	6	3	1	1	0	0	0	0	17	36-45 12
04:00	0	0	1	0	0	2	10	9	2	10	2	0	0	0	36	41-50 19
05:00	0	0	0	0	0	9	44	39	30	13	2	0	0	0	137	41-50 83
06:00	1	12	6	4	21	56	68	48	28	3	1	0	0	0	248	36-45 124
07:00	3	3	25	58	136	201	175	62	29	6	0	0	0	0	698	36-45 376
08:00	9	27	31	52	140	201	196	78	32	2	0	0	0	0	768	36-45 397
09:00	0	0	1	16	47	173	272	93	36	8	1	0	0	0	647	36-45 445
10:00	0	2	4	16	56	123	243	101	48	5	0	1	0	0	599	36-45 366
11:00	4	4	10	18	55	192	240	99	33	2	0	0	0	0	657	36-45 432
12 PM	0	0	5	31	70	172	269	92	36	7	0	0	0	0	682	36-45 441
13:00	1	0	10	39	98	172	261	92	29	1	0	0	0	0	703	36-45 433
14:00	13	14	28	49	131	215	203	80	16	4	0	0	0	0	753	36-45 418
15:00	37	61	131	173	215	189	138	22	4	0	0	0	0	0	970	31-40 404
16:00	59	111	145	112	143	153	126	37	9	0	0	0	0	0	895	31-40 296
17:00	33	67	115	111	132	242	174	38	10	1	0	0	0	0	923	36-45 416
18:00	4	18	79	93	184	273	220	63	22	2	0	0	0	0	958	36-45 493
19:00	0	0	3	18	65	156	231	112	31	8	1	2	0	0	627	36-45 387
20:00	0	0	0	3	29	97	173	77	34	5	0	0	0	0	418	36-45 270
21:00	0	0	2	5	23	81	94	43	25	2	1	0	0	0	276	36-45 175
22:00	0	0	0	0	4	6	44	50	30	1	3	1	0	0	139	41-50 94
23:00	0	0	0	2	3	9	33	25	10	8	1	0	0	0	91	41-50 58
Total	164	319	596	800	1553	2736	3238	1281	507	94	12	5	0	0	11305	
Percent	1.5%	2.8%	5.3%	7.1%	13.7%	24.2%	28.6%	11.3%	4.5%	0.8%	0.1%	0.0%	0.0%	0.0%		
AM Peak	08:00	08:00	08:00	07:00	08:00	07:00	09:00	10:00	10:00	05:00	04:00	00:00			08:00	
Vol.	9	27	31	58	140	201	272	101	48	13	2	1			768	
PM Peak	16:00	16:00	16:00	15:00	15:00	18:00	12:00	19:00	12:00	19:00	22:00	19:00			15:00	
Vol.	59	111	145	173	215	273	269	112	36	8	3	2			970	

Connecticut Counts LLC

Kensington, Connecticut 06037

(860) 828-1693

Black Rock Tpk West of Arrowhead Lane
Fairfield, Connecticut

Site Code:
Station ID: 4333

Latitude: 0' 0.0000 Undefined

Westbound																
Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Pace	Number
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Speed
06/08/17	0	0	0	0	2	2	13	11	5	6	0	1	0	0	40	41-50
01:00	0	0	0	1	1	3	1	6	4	1	1	1	0	0	19	46-55
02:00	0	0	0	0	0	0	2	2	2	1	0	0	1	0	8	46-55
03:00	0	0	0	1	2	1	4	3	1	3	0	0	0	0	15	40-49
04:00	0	0	0	0	2	4	9	8	8	3	3	0	0	0	37	41-50
05:00	0	0	0	0	3	7	33	47	29	17	1	1	0	0	138	41-50
06:00	0	0	1	6	25	68	92	55	32	6	1	0	0	0	286	36-45
07:00	7	15	32	61	97	167	178	80	25	2	0	1	0	0	665	36-45
08:00	5	14	30	76	173	196	190	53	21	1	0	0	0	0	759	36-45
09:00	0	1	8	44	104	230	198	78	32	6	0	0	0	0	701	36-45
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	12	30	71	189	409	678	720	343	159	46	6	4	1	0	2668	
Percent	0.4%	1.1%	2.7%	7.1%	15.3%	25.4%	27.0%	12.9%	6.0%	1.7%	0.2%	0.1%	0.0%	0.0%		
AM Peak	07:00	07:00	07:00	08:00	08:00	09:00	09:00	07:00	06:00	05:00	04:00	00:00	02:00		08:00	
Vol.	7	15	32	76	173	230	198	80	32	17	3	1	1		759	
PM Peak																
Vol.																
Total	285	536	1010	1688	3373	5996	6939	2611	1031	210	37	10	1	0	23727	
Percent	1.2%	2.3%	4.3%	7.1%	14.2%	25.3%	29.2%	11.0%	4.3%	0.9%	0.2%	0.0%	0.0%	0.0%		
15th Percentile : 30 MPH																
50th Percentile : 39 MPH																
85th Percentile : 45 MPH																
95th Percentile : 50 MPH																

Stats

10 MPH Pace Speed : 36-45 MPH

Number in Pace : 12935

Percent in Pace : 54.5%

Number of Vehicles > 35 MPH : 16835

Percent of Vehicles > 35 MPH : 71.0%

Mean Speed(Average) : 39 MPH

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Page 1

Black Rock Tpk West of Arrowhead Lane
Fairfield, Connecticut

Site Code:
Station ID: 4333

Latitude: 0' 0.0000 Undefined

Start Time	06-Jun-17 Tue	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		*	153			*	166				
12:15		*	169			*	161				
12:30		*	188			*	127				
12:45		*	150	0	660	*	167	0	621	0	1281
01:00		*	165			*	185				
01:15		*	181			*	161				
01:30		*	181			*	187				
01:45		*	188	0	715	*	173	0	706	0	1421
02:00		*	185			*	178				
02:15		*	168			*	202				
02:30		*	165			*	168				
02:45		*	211	0	729	*	186	0	734	0	1463
03:00		*	193			*	217				
03:15		*	188			*	224				
03:30		*	179			*	241				
03:45		*	135	0	695	*	256	0	938	0	1633
04:00		*	154			*	223				
04:15		*	157			*	245				
04:30		*	160			*	266				
04:45		*	172	0	643	*	207	0	941	0	1584
05:00		*	214			*	235				
05:15		*	166			*	226				
05:30		*	160			*	242				
05:45		*	175	0	715	*	244	0	947	0	1662
06:00		*	192			*	248				
06:15		*	170			*	201				
06:30		*	180			*	214				
06:45		*	150	0	692	*	167	0	830	0	1522
07:00		0	160			0	169				
07:15		0	156			0	128				
07:30		45	133			43	116				
07:45		175	115	220	564	188	111	231	524	451	1088
08:00		166	134			181	67				
08:15		184	107			180	74				
08:30		145	90			156	79				
08:45		130	95	625	426	162	80	679	300	1304	726
09:00		139	95			177	67				
09:15		128	118			163	61				
09:30		122	120			174	50				
09:45		140	95	529	428	154	39	668	217	1197	645
10:00		141	58			162	34				
10:15		151	38			144	37				
10:30		164	50			153	23				
10:45		150	16	606	162	131	21	590	115	1196	277
11:00		149	15			145	20				
11:15		146	12			157	21				
11:30		156	19			163	10				
11:45		161	14	612	60	186	11	651	62	1263	122
Total		2592	6489			2819	6935			5411	13424
Percent		28.5%	71.5%			28.9%	71.1%			28.7%	71.3%

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Page 2

Black Rock Tpk West of Arrowhead Lane
Fairfield, Connecticut

Site Code:
Station ID: 4333

Latitude: 0' 0.0000 Undefined

Start Time	07-Jun-17 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	152			20	181				
12:15		7	165			9	196				
12:30		11	154			6	163				
12:45		9	181	44	652	5	142	40	682	84	1334
01:00		6	156			1	177				
01:15		4	167			5	154				
01:30		2	185			4	157				
01:45		3	172	15	680	3	215	13	703	28	1383
02:00		3	188			3	184				
02:15		2	225			4	180				
02:30		2	197			3	180				
02:45		4	161	11	771	0	209	10	753	21	1524
03:00		3	178			3	229				
03:15		4	182			5	245				
03:30		2	164			3	243				
03:45		4	161	13	685	6	253	17	970	30	1655
04:00		3	161			7	206				
04:15		4	155			6	222				
04:30		3	176			10	241				
04:45		7	124	17	616	13	226	36	895	53	1511
05:00		28	197			20	220				
05:15		23	164			26	253				
05:30		47	162			38	228				
05:45		37	184	135	707	53	222	137	923	272	1630
06:00		96	193			44	226				
06:15		191	179			59	259				
06:30		288	174			63	237				
06:45		189	150	764	696	82	236	248	958	1012	1654
07:00		174	178			148	184				
07:15		214	164			151	156				
07:30		237	133			190	143				
07:45		204	128	829	603	209	144	698	627	1527	1230
08:00		195	118			168	109				
08:15		163	140			200	90				
08:30		161	111			200	120				
08:45		145	100	664	469	200	99	768	418	1432	887
09:00		167	136			165	101				
09:15		133	217			168	68				
09:30		152	137			162	60				
09:45		147	108	599	598	152	47	647	276	1246	874
10:00		124	65			128	34				
10:15		125	43			162	36				
10:30		154	37			156	26				
10:45		128	32	531	177	153	43	599	139	1130	316
11:00		150	28			143	29				
11:15		148	31			167	20				
11:30		159	18			171	19				
11:45		145	22	602	99	176	23	657	91	1259	190
Total		4224	6753			3870	7435			8094	14188
Percent		38.5%	61.5%			34.2%	65.8%			36.3%	63.7%

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Black Rock Tpk West of Arrowhead Lane
Fairfield, Connecticut

Site Code:
Station ID: 4333

Latitude: 0' 0.0000 Undefined

Start Time	08-Jun-17 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		30	*			11	*				
12:15		20	*			12	*				
12:30		24	*			11	*				
12:45		13	*	87	0	6	*	40	0	127	0
01:00		16	*			8	*				
01:15		6	*			5	*				
01:30		4	*			3	*				
01:45		5	*	31	0	3	*	19	0	50	0
02:00		2	*			1	*				
02:15		2	*			1	*				
02:30		3	*			1	*				
02:45		4	*	11	0	5	*	8	0	19	0
03:00		3	*			1	*				
03:15		3	*			5	*				
03:30		6	*			4	*				
03:45		2	*	14	0	5	*	15	0	29	0
04:00		4	*			5	*				
04:15		3	*			8	*				
04:30		8	*			9	*				
04:45		9	*	24	0	15	*	37	0	61	0
05:00		22	*			22	*				
05:15		31	*			26	*				
05:30		45	*			38	*				
05:45		45	*	143	0	52	*	138	0	281	0
06:00		110	*			41	*				
06:15		189	*			64	*				
06:30		254	*			63	*				
06:45		186	*	739	0	118	*	286	0	1025	0
07:00		186	*			133	*				
07:15		216	*			134	*				
07:30		209	*			196	*				
07:45		181	*	792	0	202	*	665	0	1457	0
08:00		202	*			177	*				
08:15		156	*			181	*				
08:30		170	*			228	*				
08:45		172	*	700	0	173	*	759	0	1459	0
09:00		177	*			174	*				
09:15		155	*			180	*				
09:30		165	*			165	*				
09:45		127	*	624	0	182	*	701	0	1325	0
10:00		132	*			144	*				
10:15		*	*	*	*	*	*	*	*	*	*
10:30		*	*	*	*	*	*	*	*	*	*
10:45		*	*	*	*	*	*	*	*	*	*
11:00		*	*	*	*	*	*	*	*	*	*
11:15		*	*	*	*	*	*	*	*	*	*
11:30		*	*	*	*	*	*	*	*	*	*
11:45		*	*	*	*	*	*	*	*	*	*
Total		3297	0			2812	0			5833	0
Percent		100.0%	0.0%			100.0%	0.0%			100.0%	0.0%
Grand Total		10113	13242			9501	14370			19338	27612
Percent		43.3%	56.7%			39.8%	60.2%			41.2%	58.8%
ADT		ADT 22,282	AADT 22,282								

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(860) 828-1693

Page 1

Black Rock Tpk West of Arrowhead Lane
Fairfield, Connecticut

Site Code:
Station ID: 4333

Latitude: 0' 0.0000 Undefined

Start Time	05-Jun-17		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou	Eastbound	Westbou
12:00 AM	*	*	*	*	44	40	87	40	*	*	*	*	*	*	66	40
01:00	*	*	*	*	15	13	31	19	*	*	*	*	*	*	23	16
02:00	*	*	*	*	11	10	11	8	*	*	*	*	*	*	11	9
03:00	*	*	*	*	13	17	14	15	*	*	*	*	*	*	14	16
04:00	*	*	*	*	17	36	24	37	*	*	*	*	*	*	20	36
05:00	*	*	*	*	135	137	143	138	*	*	*	*	*	*	139	138
06:00	*	*	*	*	764	248	739	286	*	*	*	*	*	*	752	267
07:00	*	*	220	231	829	698	792	665	*	*	*	*	*	*	614	531
08:00	*	*	625	679	664	768	700	759	*	*	*	*	*	*	663	735
09:00	*	*	529	668	599	647	624	701	*	*	*	*	*	*	584	672
10:00	*	*	606	590	531	599	*	*	*	*	*	*	*	*	568	594
11:00	*	*	612	651	602	657	*	*	*	*	*	*	*	*	607	654
12:00 PM	*	*	660	621	652	682	*	*	*	*	*	*	*	*	656	652
01:00	*	*	715	706	680	703	*	*	*	*	*	*	*	*	698	704
02:00	*	*	729	734	771	753	*	*	*	*	*	*	*	*	750	744
03:00	*	*	695	938	685	970	*	*	*	*	*	*	*	*	690	954
04:00	*	*	643	941	616	895	*	*	*	*	*	*	*	*	630	918
05:00	*	*	715	947	707	923	*	*	*	*	*	*	*	*	711	935
06:00	*	*	692	830	696	958	*	*	*	*	*	*	*	*	694	894
07:00	*	*	564	524	603	627	*	*	*	*	*	*	*	*	584	576
08:00	*	*	426	300	469	418	*	*	*	*	*	*	*	*	448	359
09:00	*	*	428	217	598	276	*	*	*	*	*	*	*	*	513	246
10:00	*	*	162	115	177	139	*	*	*	*	*	*	*	*	170	127
11:00	*	*	60	62	99	91	*	*	*	*	*	*	*	*	80	76
Lane	0	0	9081	9754	10977	11305	3165	2668	0	0	0	0	0	0	10685	10893
Day	0		18835		22282		5833		0		0		0		21578	
AM Peak	-	-	08:00	08:00	07:00	08:00	07:00	08:00	-	-	-	-	-	-	06:00	08:00
Vol.	-	-	625	679	829	768	792	759	-	-	-	-	-	-	752	735
PM Peak	-	-	14:00	17:00	14:00	15:00	-	-	-	-	-	-	-	-	14:00	15:00
Vol.	-	-	729	947	771	970	-	-	-	-	-	-	-	-	750	954

Comb. Total	0	18835	22282	5833	0	0	0	21578
ADT	ADT 22,282	AADT 22,282						

APPENDIX F: Detailed Level-of-Service Analysis Results for Study Intersections

101: Route 58 (Black Rock Turnpike) & Old Black Rock Turnpike/Tahoe Drive Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1	3	193	0	158	2	642	25	61	607	4
Future Volume (vph)	10	1	3	193	0	158	2	642	25	61	607	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	13	12	12	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970			0.939			0.995			0.999	
Flt Protected		0.965			0.973			0.998			0.995	
Satd. Flow (prot)	0	1957	0	0	1910	0	0	1897	0	0	1895	0
Flt Permitted		0.792			0.819			0.998			0.899	
Satd. Flow (perm)	0	1606	0	0	1608	0	0	1893	0	0	1712	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			55			6			1	
Link Speed (mph)		25			30			35			35	
Link Distance (ft)		378			442			1898			522	
Travel Time (s)		10.3			10.0			37.0			10.2	
Peak Hour Factor	0.80	0.80	0.80	0.84	0.84	0.84	0.94	0.94	0.94	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	13	1	4	230	0	188	2	683	27	67	667	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	418	0	0	712	0	0	738	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		20.6	20.6		20.6	20.6	
Total Split (s)	17.7	17.7		17.7	17.7		48.6	48.6		48.6	48.6	
Total Split (%)	26.7%	26.7%		26.7%	26.7%		73.3%	73.3%		73.3%	73.3%	
Yellow Time (s)	3.3	3.3		3.3	3.3		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			5.6			5.6	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effect Green (s)		13.5			13.5			26.2			26.2	
Actuated g/C Ratio		0.27			0.27			0.52			0.52	
v/c Ratio		0.04			0.89			0.72			0.83	
Control Delay		17.1			44.5			13.2			18.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.1			44.5			13.2			18.5	
LOS		B			D			B			B	
Approach Delay		17.1			44.5			13.2			18.5	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)		3			97			136			156	
Queue Length 95th (ft)		17			#314			219			263	
Internal Link Dist (ft)		298			362			1818			442	

101: Route 58 (Black Rock Turnpike) & Old Black Rock Turnpike/Tahmore Drive Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		432			470			1630			1473	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.89			0.44			0.50	

Intersection Summary

Area Type: Other

Cycle Length: 66.3

Actuated Cycle Length: 50.3

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 22.2

Intersection LOS: C

Intersection Capacity Utilization 105.8%

ICU Level of Service G

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 58 (Black Rock Turnpike) & Old Black Rock Turnpike/Tahmore Drive

 Ø2	 Ø4
48.6 s	17.7 s
 Ø6	 Ø8
48.6 s	17.7 s

102: Route 58 (Black Rock Turnpike) & Samp Mortar Drive

Lanes, Volumes, Timings

2017 Existing Conditions

Timing Plan: Weekday AM Peak

							
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	51	128	346	698	587	187	
Future Volume (vph)	51	128	346	698	587	187	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	10	11	11	12	12	
Storage Length (ft)	0	50	100			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		50				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850			0.967		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1636	1463	1694	1783	1784	0	
Flt Permitted	0.950		0.133				
Satd. Flow (perm)	1636	1463	237	1783	1784	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		154			19		
Link Speed (mph)	25			30	35		
Link Distance (ft)	445			510	341		
Travel Time (s)	12.1			11.6	6.6		
Peak Hour Factor	0.83	0.83	0.91	0.91	0.94	0.94	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	
Adj. Flow (vph)	61	154	380	767	624	199	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	61	154	380	767	823	0	
Turn Type	Prot	Perm	pm+pt	NA	NA		
Protected Phases	4		1	6	2		3
Permitted Phases		4	6				
Detector Phase	4	4	1	6	2		
Switch Phase							
Minimum Initial (s)	9.0	9.0	5.0	15.0	15.0		7.0
Minimum Split (s)	13.0	13.0	9.2	21.9	21.9		22.0
Total Split (s)	21.9	21.9	9.2	31.1	21.9		22.0
Total Split (%)	29.2%	29.2%	12.3%	41.5%	29.2%		29%
Yellow Time (s)	3.0	3.0	3.2	4.9	4.9		4.0
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.0	4.0	4.2	6.9	6.9		
Lead/Lag	Lag	Lag	Lead		Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max		None
Act Effect Green (s)	9.3	9.3	57.5	54.8	25.8		
Actuated g/C Ratio	0.12	0.12	0.77	0.73	0.34		
v/c Ratio	0.30	0.49	0.57	0.59	1.31		
Control Delay	33.9	11.3	11.2	14.0	176.5		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	33.9	11.3	11.2	14.0	176.5		
LOS	C	B	B	B	F		
Approach Delay	17.7			13.1	176.5		
Approach LOS	B			B	F		

102: Route 58 (Black Rock Turnpike) & Samp Mortar Drive Lanes, Volumes, Timings

2017 Existing Conditions
Timing Plan: Weekday AM Peak

							
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Queue Length 50th (ft)	26	0	68	313	~462		
Queue Length 95th (ft)	55	39	#162	466	#657		
Internal Link Dist (ft)	365			430	261		
Turn Bay Length (ft)		50	100				
Base Capacity (vph)	390	466	661	1301	627		
Starvation Cap Reductn	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.16	0.33	0.57	0.59	1.31		

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 22 (29%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.31

Intersection Signal Delay: 75.1

Intersection LOS: E

Intersection Capacity Utilization 81.5%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 102: Route 58 (Black Rock Turnpike) & Samp Mortar Drive

 Ø1	 Ø2 (R)	 Ø3	 Ø4
9.2 s	21.9 s	22 s	21.9 s
 Ø6 (R)			
31.1 s			

103: Route 58 (Black Rock Turnpike) & Brookside Drive Lanes, Volumes, Timings

2017 Existing Conditions

Timing Plan: Weekday AM Peak

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	58	14	56	992	553	171
Future Volume (vph)	58	14	56	992	553	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.973				0.965	
Flt Protected	0.961			0.997		
Satd. Flow (prot)	1955	0	0	3494	3382	0
Flt Permitted	0.961			0.860		
Satd. Flow (perm)	1955	0	0	3014	3382	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	16				66	
Link Speed (mph)	25			30	30	
Link Distance (ft)	347			293	336	
Travel Time (s)	9.5			6.7	7.6	
Peak Hour Factor	0.80	0.80	0.90	0.90	0.88	0.88
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	73	18	62	1102	628	194
Shared Lane Traffic (%)						
Lane Group Flow (vph)	91	0	0	1164	822	0
Turn Type	Prot		pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases			2			
Detector Phase	4		5	2	6	
Switch Phase						
Minimum Initial (s)	9.0		3.0	15.0	15.0	
Minimum Split (s)	13.0		8.9	20.4	20.4	
Total Split (s)	25.0		14.0	50.0	36.0	
Total Split (%)	33.3%		18.7%	66.7%	48.0%	
Yellow Time (s)	3.0		4.2	4.2	4.2	
All-Red Time (s)	1.0		1.7	1.2	1.2	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.0			5.4	5.4	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	C-Max	C-Max	
Act Effect Green (s)	9.3			60.0	60.0	
Actuated g/C Ratio	0.12			0.80	0.80	
v/c Ratio	0.36			0.48	0.30	
Control Delay	29.4			2.4	0.3	
Queue Delay	0.0			0.1	0.0	
Total Delay	29.4			2.5	0.3	
LOS	C			A	A	
Approach Delay	29.4			2.5	0.3	
Approach LOS	C			A	A	
Queue Length 50th (ft)	33			30	6	
Queue Length 95th (ft)	63			m59	m3	
Internal Link Dist (ft)	267			213	256	

103: Route 58 (Black Rock Turnpike) & Brookside Drive Lanes, Volumes, Timings

2017 Existing Conditions

Timing Plan: Weekday AM Peak

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Bay Length (ft)						
Base Capacity (vph)	558			2409	2717	
Starvation Cap Reductn	0			224	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.16			0.53	0.30	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 45 (60%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 2.8

Intersection LOS: A

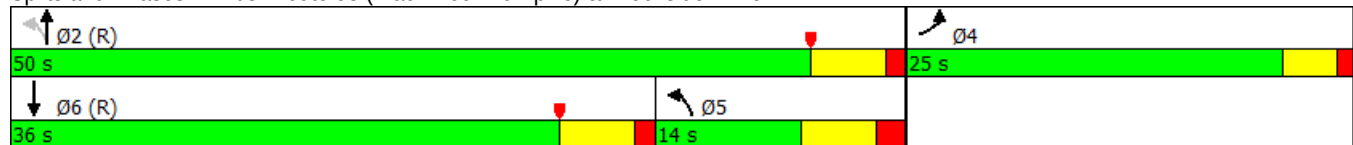
Intersection Capacity Utilization 69.6%

ICU Level of Service C

Analysis Period (min) 15

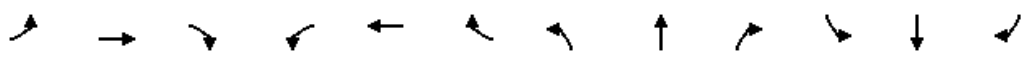
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Route 58 (Black Rock Turnpike) & Brookside Drive



104: Route 58 (Black Rock Turnpike) & Commercial Driveway/Fairfield 2017 Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	1	47	0	321	8	739	24	79	503	3
Future Volume (vph)	5	0	1	47	0	321	8	739	24	79	503	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	11	12	11	12	12	11	12
Storage Length (ft)	0		0	0		75	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt			0.850			0.850		0.995			0.999	
Flt Protected		0.950			0.950			0.999			0.993	
Satd. Flow (prot)	0	1752	1568	0	1752	1516	0	3368	0	0	3361	0
Flt Permitted		0.723			0.754			0.949			0.740	
Satd. Flow (perm)	0	1334	1568	0	1391	1516	0	3199	0	0	2505	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			128					5			1	
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		87			499			713			293	
Travel Time (s)		2.0			13.6			16.2			6.7	
Peak Hour Factor	0.80	0.80	0.80	0.90	0.90	0.90	0.88	0.88	0.88	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	6	0	1	52	0	357	9	840	27	86	547	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	1	0	52	357	0	876	0	0	636	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		1	6	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	15.0	15.0		3.0	15.0	
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	13.0	20.3	20.3		9.5	20.3	
Total Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	36.0	36.0		14.0	50.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	48.0%	48.0%		18.7%	66.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		2.2	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.0	4.0		4.0	4.0		5.3			5.3	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None	None	None	None	None	C-Max	C-Max		None	C-Max	
Act Effect Green (s)		19.7	19.7		19.7	19.7		46.0			46.0	
Actuated g/C Ratio		0.26	0.26		0.26	0.26		0.61			0.61	
v/c Ratio		0.02	0.00		0.14	0.90		0.45			0.41	
Control Delay		19.8	0.0		21.6	53.7		8.8			2.5	
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.2	
Total Delay		19.8	0.0		21.6	53.7		8.8			2.6	
LOS		B	A		C	D		A			A	
Approach Delay		17.0			49.6			8.8			2.6	
Approach LOS		B			D			A			A	

104: Route 58 (Black Rock Turnpike) & Commercial Driveway/Fairfield Woods Road Conditions Lanes, Volumes, Timings

Timing Plan: Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		2	0		18	156		106			19	
Queue Length 95th (ft)		9	0		44	#299		141			21	
Internal Link Dist (ft)		7			419			633			213	
Turn Bay Length (ft)						75						
Base Capacity (vph)		373	531		389	424		1963			1536	
Starvation Cap Reductn		0	0		0	0		0			243	
Spillback Cap Reductn		0	0		0	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0.02	0.00		0.13	0.84		0.45			0.49	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 48 (64%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 15.5

Intersection LOS: B

Intersection Capacity Utilization 59.9%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 104: Route 58 (Black Rock Turnpike) & Commercial Driveway/Fairfield Woods Road

 Ø2 (R)	 Ø1	 Ø4
36 s	14 s	25 s
 Ø6 (R)	 Ø8	
50 s	25 s	

105: Route 135 (Stillson Road)/Stillson Road & Route 58 (Black Rock Turnpike) Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	358	126	168	647	67	142	156	59	99	331	43
Future Volume (vph)	45	358	126	168	647	67	142	156	59	99	331	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	12	12	11	11	12	12	12	12
Storage Length (ft)	200		0	175		0	210		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	85			75			100			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961			0.986			0.959			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1678	3225	0	1678	3423	0	1678	1694	0	1736	1796	0
Flt Permitted	0.950			0.950			0.151			0.567		
Satd. Flow (perm)	1678	3225	0	1678	3423	0	267	1694	0	1036	1796	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		30			7			11				
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		436			368			438			355	
Travel Time (s)		9.9			8.4			10.0			9.7	
Peak Hour Factor	0.88	0.88	0.88	0.86	0.86	0.86	0.80	0.80	0.80	0.81	0.81	0.81
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	51	407	143	195	752	78	178	195	74	122	409	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	550	0	195	830	0	178	269	0	122	462	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	9.7	21.6		9.7	21.6		9.3	16.8		9.3	16.8	
Total Split (s)	17.7	41.6		17.7	41.6		22.3	36.8		22.3	36.8	
Total Split (%)	11.7%	27.5%		11.7%	27.5%		14.7%	24.3%		14.7%	24.3%	
Yellow Time (s)	3.0	4.1		3.0	4.1		3.3	4.4		3.3	4.4	
All-Red Time (s)	1.7	2.5		1.7	2.5		1.0	2.4		1.0	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	6.6		4.7	6.6		4.3	6.8		4.3	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effect Green (s)	7.7	27.0		13.1	34.7		50.2	34.9		41.7	30.2	
Actuated g/C Ratio	0.07	0.25		0.12	0.33		0.47	0.33		0.39	0.28	
v/c Ratio	0.42	0.66		0.95	0.74		0.58	0.48		0.26	0.91	
Control Delay	60.0	37.5		99.0	37.6		25.7	32.3		18.9	61.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	60.0	37.5		99.0	37.6		25.7	32.3		18.9	61.4	
LOS	E	D		F	D		C	C		B	E	
Approach Delay		39.5			49.3			29.7			52.5	
Approach LOS		D			D			C			D	

105: Route 135 (Stillson Road)/Stillson Road & Route 58 (Black Rock Turnpike) Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday AM Peak

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	33.0
Total Split (s)	33.0
Total Split (%)	22%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

105: Route 135 (Stillson Road)/Stillson Road & Route 58 (Black Rock Turnpike) Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	35	167		138	270		72	144		48	314	
Queue Length 95th (ft)	75	228		#287	354		108	208		78	#472	
Internal Link Dist (ft)		356			288			358			275	
Turn Bay Length (ft)	200			175			210			170		
Base Capacity (vph)	206	1089		206	1139		367	562		600	510	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.25	0.51		0.95	0.73		0.49	0.48		0.20	0.91	

Intersection Summary

Area Type: Other

Cycle Length: 151.4

Actuated Cycle Length: 106.4

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 44.5

Intersection LOS: D

Intersection Capacity Utilization 70.7%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 105: Route 135 (Stillson Road)/Stillson Road & Route 58 (Black Rock Turnpike)

 Ø1	 Ø2	 Ø9	 Ø3	 Ø4
17.7 s	41.6 s	33 s	22.3 s	36.8 s
 Ø5	 Ø6		 Ø7	 Ø8
17.7 s	41.6 s		22.3 s	36.8 s

Lane Group	Ø9
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

106: Turnpike Shopping Center Driveway/Fairway Plaza Driveway & R2017 SR (Black Rock Turnpike) Lanes, Volumes, Timings

Timing Plan: Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	445	8	24	842	40	48	5	19	27	1	10
Future Volume (vph)	23	445	8	24	842	40	48	5	19	27	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	13	13	12	13	13
Storage Length (ft)	0		0	0		0	0		25	0		25
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.993				0.850			0.850
Flt Protected		0.998			0.999			0.957			0.954	
Satd. Flow (prot)	0	3339	0	0	3329	0	0	1807	1605	0	1801	1605
Flt Permitted		0.888			0.929			0.723			0.685	
Satd. Flow (perm)	0	2971	0	0	3095	0	0	1365	1605	0	1293	1605
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			6				157			157
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		442			502			142			135	
Travel Time (s)		10.0			11.4			3.9			3.7	
Peak Hour Factor	0.80	0.80	0.80	0.89	0.89	0.89	0.80	0.80	0.80	0.91	0.91	0.91
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	29	556	10	27	946	45	60	6	24	30	1	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	595	0	0	1018	0	0	66	24	0	31	11
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6			2			4			4	
Permitted Phases	6			2			4		4	4		4
Detector Phase	1	6		2	2		4	4	4	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0		15.0	15.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	9.0	20.8		20.8	20.8		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	9.0	39.0		30.0	30.0		14.0	14.0	14.0	14.0	14.0	14.0
Total Split (%)	12.0%	52.0%		40.0%	40.0%		18.7%	18.7%	18.7%	18.7%	18.7%	18.7%
Yellow Time (s)	3.0	4.3		4.3	4.3		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.5		1.5	1.5		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		5.8			5.8			4.0	4.0		4.0	4.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	C-Max		C-Max	C-Max		None	None	None	None	None	None
Act Effect Green (s)		58.7			49.2			8.7	8.7		8.7	8.7
Actuated g/C Ratio		0.78			0.66			0.12	0.12		0.12	0.12
v/c Ratio		0.25			0.50			0.42	0.07		0.21	0.03
Control Delay		3.0			6.1			38.5	0.4		32.5	0.2
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		3.0			6.1			38.5	0.4		32.5	0.2
LOS		A			A			D	A		C	A
Approach Delay		3.0			6.1			28.4			24.0	
Approach LOS		A			A			C			C	

106: Turnpike Shopping Center Driveway/Fairway Plaza Driveway & R2017 58 (Black Rock Turnpike) Lanes, Volumes, Timings

Timing Plan: Weekday AM Peak

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	29%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

106: Turnpike Shopping Center Driveway/Fairway Plaza Driveway & Route 58 (Black Rock Turnpike) Lanes, Volumes, Timings

Timing Plan: Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		31			62			29	0		14	0
Queue Length 95th (ft)		50			125			56	0		36	0
Internal Link Dist (ft)		362			422			62			55	
Turn Bay Length (ft)									25			25
Base Capacity (vph)		2344			2033			188	357		178	357
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.25			0.50			0.35	0.07		0.17	0.03

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 19 (25%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 6.6

Intersection LOS: A

Intersection Capacity Utilization 59.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 106: Turnpike Shopping Center Driveway/Fairway Plaza Driveway & Route 58 (Black Rock Turnpike)

 Ø1	 Ø2 (R)	 Ø3	 Ø4
9 s	30 s	22 s	14 s
 Ø6 (R)			
39 s			

Lane Group	Ø3
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

107: Katona Drive/Katona Drive Ext. & Route 58 (Black Rock Turnpike) 2017 Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	431	55	51	905	2	72	2	29	2	2	1
Future Volume (vph)	1	431	55	51	905	2	72	2	29	2	2	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	10	10	12	12	12
Storage Length (ft)	0		0	0		0	0		250	0		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.983							0.850		0.962	
Flt Protected					0.997			0.954		0.950		
Satd. Flow (prot)	0	3298	0	0	3345	0	0	1627	1449	1736	1757	0
Flt Permitted		0.955			0.883			0.729		0.705		
Satd. Flow (perm)	0	3150	0	0	2963	0	0	1243	1449	1288	1757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37							111		1	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		502			407			423			198	
Travel Time (s)		11.4			9.3			11.5			5.4	
Peak Hour Factor	0.80	0.80	0.80	0.92	0.92	0.92	0.92	0.92	0.92	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	1	539	69	55	984	2	78	2	32	3	3	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	609	0	0	1041	0	0	80	32	3	4	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	1	6			2			4			4	
Permitted Phases	6			2			4		4	4		
Detector Phase	1	6		2	2		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	7.3	21.3		21.3	21.3		11.9	11.9	11.9	11.9	11.9	
Total Split (s)	7.3	55.0		47.7	47.7		20.0	20.0	20.0	20.0	20.0	
Total Split (%)	9.7%	73.3%		63.6%	63.6%		26.7%	26.7%	26.7%	26.7%	26.7%	
Yellow Time (s)	3.3	5.0		5.0	5.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.3		1.3	1.3		1.9	1.9	1.9	1.9	1.9	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.3			6.3			4.9	4.9	4.9	4.9	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	Max	C-Max		C-Max	C-Max		None	None	None	None	None	
Act Effect Green (s)		57.0			41.4			9.2	9.2	9.2	9.2	
Actuated g/C Ratio		0.76			0.55			0.12	0.12	0.12	0.12	
v/c Ratio		0.25			0.64			0.53	0.12	0.02	0.02	
Control Delay		2.3			6.6			42.9	0.9	27.0	24.7	
Queue Delay		0.0			0.0			0.0	0.0	0.0	0.0	
Total Delay		2.3			6.6			42.9	0.9	27.0	24.7	
LOS		A			A			D	A	C	C	
Approach Delay		2.3			6.6			30.9			25.7	
Approach LOS		A			A			C			C	

107: Katona Drive/Katona Drive Ext. & Route 58 (Black Rock Turnpike) 2017 Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		8			53			36	0	1	1	
Queue Length 95th (ft)		30			61			73	0	7	8	
Internal Link Dist (ft)		422			327			343			118	
Turn Bay Length (ft)									250			
Base Capacity (vph)		2421			1635			250	380	259	354	
Starvation Cap Reductn		0			11			0	0	0	0	
Spillback Cap Reductn		0			0			0	0	0	0	
Storage Cap Reductn		0			0			0	0	0	0	
Reduced v/c Ratio		0.25			0.64			0.32	0.08	0.01	0.01	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 21 (28%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 6.7

Intersection LOS: A

Intersection Capacity Utilization 65.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 107: Katona Drive/Katona Drive Ext. & Route 58 (Black Rock Turnpike)

 Ø1	 Ø2 (R)		 Ø4
7.3 s	47.7 s		20 s
 Ø6 (R)			
55 s			

108: Burroughs Road & Route 58 (Black Rock Turnpike)

2017 Existing Conditions

Lanes, Volumes, Timings

Timing Plan: Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	438	8	5	909	67	7	83	3	138	72	71
Future Volume (vph)	27	438	8	5	909	67	7	83	3	138	72	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	16	12	12	16	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.990			0.995			0.966	
Flt Protected		0.997						0.996			0.976	
Satd. Flow (prot)	0	3304	0	0	3290	0	0	2032	0	0	1934	0
Flt Permitted		0.857			0.953			0.969			0.811	
Satd. Flow (perm)	0	2840	0	0	3136	0	0	1977	0	0	1607	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			15			3			25	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		407			996			466			300	
Travel Time (s)		9.3			22.6			12.7			8.2	
Peak Hour Factor	0.80	0.80	0.80	0.95	0.95	0.95	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	34	548	10	5	957	71	9	104	4	173	90	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	592	0	0	1033	0	0	117	0	0	352	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		9.0	9.0		9.0	9.0	
Minimum Split (s)	20.6	20.6		20.6	20.6		14.4	14.4		14.4	14.4	
Total Split (s)	44.0	44.0		44.0	44.0		31.0	31.0		31.0	31.0	
Total Split (%)	58.7%	58.7%		58.7%	58.7%		41.3%	41.3%		41.3%	41.3%	
Yellow Time (s)	4.1	4.1		4.1	4.1		3.1	3.1		3.1	3.1	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.6			5.6			5.4			5.4	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Act Effect Green (s)		44.4			44.4			19.6			19.6	
Actuated g/C Ratio		0.59			0.59			0.26			0.26	
v/c Ratio		0.35			0.56			0.23			0.80	
Control Delay		5.7			11.6			20.5			37.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.7			11.6			20.5			37.7	
LOS		A			B			C			D	
Approach Delay		5.7			11.6			20.5			37.7	
Approach LOS		A			B			C			D	
Queue Length 50th (ft)		26			139			41			141	
Queue Length 95th (ft)		32			232			63			178	
Internal Link Dist (ft)		327			916			386			220	

108: Burroughs Road & Route 58 (Black Rock Turnpike)
Lanes, Volumes, Timings

2017 Existing Conditions
Timing Plan: Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		1681			1861			676			564	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.35			0.56			0.17			0.62	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 20 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 14.8

Intersection LOS: B

Intersection Capacity Utilization 64.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 108: Burroughs Road & Route 58 (Black Rock Turnpike)

 Ø2 (R)	
44 s	31 s
 Ø6 (R)	
44 s	31 s

109: Moritz Place/Whitewood Drive & Route 732 (Black Rock Turnpike) 201 Rte 50 (Black Rock Turnpike)

Lanes, Volumes, Timings

Timing Plan: Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NWL	NWR	NWR2	NET
Lane Configurations												
Traffic Volume (vph)	1	229	350	1	33	2	552	1	339	5	12	1
Future Volume (vph)	1	229	350	1	33	2	552	1	339	5	12	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	11	11	12	10	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.97	0.95	0.95	1.00
Frt			0.850						0.993			0.910
Flt Protected							0.997		0.955			
Satd. Flow (prot)	0	1827	1553	0	0	0	3345	0	3137	0	0	1662
Flt Permitted		0.997					0.909		0.955			
Satd. Flow (perm)	0	1821	1553	0	0	0	3050	0	3137	0	0	1662
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)			57						152			
Link Speed (mph)		30					30		30			25
Link Distance (ft)		996					549		218			653
Travel Time (s)		22.6					12.5		5.0			17.8
Peak Hour Factor	0.80	0.80	0.80	0.80	0.81	0.81	0.81	0.81	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	1	286	438	1	41	2	681	1	424	6	15	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	287	439	0	0	0	725	0	445	0	0	3
Turn Type	Perm	NA	pm+ov		Perm	Perm	NA		Prot			NA
Protected Phases		2	4				2		4			5
Permitted Phases	2		2		2	2						
Detector Phase	2	2	4		2	2	2		4			5
Switch Phase												
Minimum Initial (s)	15.0	15.0	9.0		15.0	15.0	15.0		9.0			5.0
Minimum Split (s)	22.8	22.8	15.4		22.8	22.8	22.8		15.4			12.6
Total Split (s)	35.8	35.8	33.4		35.8	35.8	35.8		33.4			19.6
Total Split (%)	40.3%	40.3%	37.6%		40.3%	40.3%	40.3%		37.6%			22.1%
Yellow Time (s)	4.1	4.1	3.3		4.1	4.1	4.1		3.3			3.3
All-Red Time (s)	3.7	3.7	3.1		3.7	3.7	3.7		3.1			4.3
Lost Time Adjust (s)		0.0	0.0				0.0		0.0			0.0
Total Lost Time (s)		7.8	6.4				7.8		6.4			7.6
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	None		Min	Min	Min		None			None
Act Effct Green (s)		18.2	42.2				18.2		10.8			5.8
Actuated g/C Ratio		0.38	0.87				0.38		0.22			0.12
v/c Ratio		0.42	0.32				0.63		0.55			0.02
Control Delay		15.3	3.2				16.8		15.3			25.5
Queue Delay		0.0	0.0				0.0		0.0			0.0
Total Delay		15.3	3.2				16.8		15.3			25.5
LOS		B	A				B		B			C
Approach Delay		8.0					16.8		15.3			25.5
Approach LOS		A					B		B			C
Queue Length 50th (ft)		41	0				60		26			1
Queue Length 95th (ft)		130	78				161		82			8
Internal Link Dist (ft)		916					469		138			573

109: Moritz Place/Whitewood Drive & Route 732 (Black Rock Turnpike) 201 R Existing Black Rock Turnpike

Lanes, Volumes, Timings

Timing Plan: Weekday AM Peak

Lane Group	NER	NER2	SWL2	SWL	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	1	1	1	16	0	6
Future Volume (vph)	1	1	1	16	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	15	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.966					
Flt Protected	0.964					
Satd. Flow (prot)	0	0	0	0	1701	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	0	1765	0
Right Turn on Red	No					
Satd. Flow (RTOR)						
Link Speed (mph)	25					
Link Distance (ft)	695					
Travel Time (s)	19.0					
Peak Hour Factor	0.80	0.80	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	1	1	1	17	0	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	24	0
Turn Type	Perm NA					
Protected Phases	5					
Permitted Phases	5					
Detector Phase	5 5					
Switch Phase						
Minimum Initial (s)	5.0 5.0					
Minimum Split (s)	12.6 12.6					
Total Split (s)	19.6 19.6					
Total Split (%)	22.1% 22.1%					
Yellow Time (s)	3.3 3.3					
All-Red Time (s)	4.3 4.3					
Lost Time Adjust (s)	0.0					
Total Lost Time (s)	7.6					
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None None					
Act Effct Green (s)	5.8					
Actuated g/C Ratio	0.12					
v/c Ratio	0.11					
Control Delay	26.0					
Queue Delay	0.0					
Total Delay	26.0					
LOS	C					
Approach Delay	26.0					
Approach LOS	C					
Queue Length 50th (ft)	5					
Queue Length 95th (ft)	30					
Internal Link Dist (ft)	615					

109: Moritz Place/Whitewood Drive & Route 732 (Black Rock Turnpike) & Route 58 (Black Rock Turnpike) & Route 58 (Black Rock Turnpike)

Lanes, Volumes, Timings

Timing Plan: Weekday AM Peak

												
Lane Group	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NWL	NWR	NWR2	NET
Turn Bay Length (ft)												
Base Capacity (vph)		1122	1493				1879		1926			439
Starvation Cap Reductn		0	0				0		0			0
Spillback Cap Reductn		0	0				0		0			0
Storage Cap Reductn		0	0				0		0			0
Reduced v/c Ratio		0.26	0.29				0.39		0.23			0.01

Intersection Summary

Area Type:	Other
Cycle Length:	88.8
Actuated Cycle Length:	48.5
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.63
Intersection Signal Delay:	13.2
Intersection Capacity Utilization	71.7%
Intersection LOS:	B
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 109: Moritz Place/Whitewood Drive & Route 732 (Black Rock Turnpike) & Route 58 (Black Rock Turnpike)/Route 58 (Tunxis Hill Cut

 Ø2	 Ø4	 Ø5
35.8 s	33.4 s	19.6 s

						
Lane Group	NER	NER2	SWL2	SWL	SWT	SWR
Turn Bay Length (ft)						
Base Capacity (vph)	466					
Starvation Cap Reductn	0					
Spillback Cap Reductn	0					
Storage Cap Reductn	0					
Reduced v/c Ratio	0.05					
Intersection Summary						

201: Tunxis Hill Road & Route 58 (Tunxis Hill Cutoff)
Lanes, Volumes, Timings

2017 Existing Conditions
Timing Plan: Weekday AM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	256	2	60	598	0	58
Future Volume (vph)	256	2	60	598	0	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	10	10
Storage Length (ft)		0	0		0	50
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt	0.999					0.850
Flt Protected				0.995		
Satd. Flow (prot)	3352	0	0	1757	1705	1449
Flt Permitted				0.995		
Satd. Flow (perm)	3352	0	0	1757	1705	1449
Link Speed (mph)	30			30	25	
Link Distance (ft)	1095			214	782	
Travel Time (s)	24.9			4.9	21.3	
Peak Hour Factor	0.80	0.80	0.91	0.91	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	320	3	66	657	0	73
Shared Lane Traffic (%)						
Lane Group Flow (vph)	323	0	0	723	0	73
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 48.6% ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑	↑	↑
Traffic Vol, veh/h	256	2	60	598	0	58
Future Vol, veh/h	256	2	60	598	0	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	91	91	80	80
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	320	3	66	657	0	73

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1110
Stage 1	-	-	321
Stage 2	-	-	789
Critical Hdwy	-	4.16	6.66
Critical Hdwy Stg 1	-	-	5.86
Critical Hdwy Stg 2	-	-	5.46
Follow-up Hdwy	-	2.238	3.538
Pot Cap-1 Maneuver	-	1222	214
Stage 1	-	-	704
Stage 2	-	-	442
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1222	196
Mov Cap-2 Maneuver	-	-	196
Stage 1	-	-	704
Stage 2	-	-	404

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	850	-	-	1222	-
HCM Lane V/C Ratio	-	0.085	-	-	0.054	-
HCM Control Delay (s)	0	9.6	-	-	8.1	0
HCM Lane LOS	A	A	-	-	A	A
HCM 95th %tile Q(veh)	-	0.3	-	-	0.2	-

202: Route 732 (Black Rock Turnpike) & Judd Street
Lanes, Volumes, Timings

2017 Existing Conditions
Timing Plan: Weekday AM Peak

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	64	72	337	372	28
Future Volume (vph)	19	64	72	337	372	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Storage Length (ft)	0	0	25			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.896				0.991	
Flt Protected	0.989			0.991		
Satd. Flow (prot)	1817	0	0	3407	1793	0
Flt Permitted	0.989			0.991		
Satd. Flow (perm)	1817	0	0	3407	1793	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	586			395	218	
Travel Time (s)	16.0			9.0	5.0	
Peak Hour Factor	0.80	0.80	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	24	80	78	366	404	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	104	0	0	444	434	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 47.7% ICU Level of Service A

Analysis Period (min) 15

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	64	72	337	372	28
Future Vol, veh/h	19	64	72	337	372	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	24	80	78	366	404	30
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	760	420	435	0	-	0
Stage 1	420	-	-	-	-	-
Stage 2	340	-	-	-	-	-
Critical Hdwy	6.675	6.275	4.175	-	-	-
Critical Hdwy Stg 1	5.475	-	-	-	-	-
Critical Hdwy Stg 2	5.875	-	-	-	-	-
Follow-up Hdwy	3.5475	3.3475	2.2475	-	-	-
Pot Cap-1 Maneuver	352	625	1104	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	321	625	1104	-	-	-
Mov Cap-2 Maneuver	321	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.8	1.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1104	-	514	-	-	
HCM Lane V/C Ratio	0.071	-	0.202	-	-	
HCM Control Delay (s)	8.5	0.3	13.8	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-	

101: Route 58 (Black Rock Turnpike) & Old Black Rock Turnpike/Tahoe Drive Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday Midday P

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	0	1	43	0	44	5	625	59	55	684	5
Future Volume (vph)	6	0	1	43	0	44	5	625	59	55	684	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	13	12	12	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.932			0.988			0.999	
Flt Protected		0.957			0.976						0.996	
Satd. Flow (prot)	0	1990	0	0	1920	0	0	1902	0	0	1915	0
Flt Permitted		0.844			0.839			0.996			0.915	
Satd. Flow (perm)	0	1755	0	0	1651	0	0	1894	0	0	1759	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43			52			14			1	
Link Speed (mph)		25			30			35			35	
Link Distance (ft)		378			442			1898			522	
Travel Time (s)		10.3			10.0			37.0			10.2	
Peak Hour Factor	0.80	0.80	0.80	0.84	0.84	0.84	0.95	0.95	0.95	0.94	0.94	0.94
Adj. Flow (vph)	8	0	1	51	0	52	5	658	62	59	728	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	103	0	0	725	0	0	792	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		20.6	20.6		20.6	20.6	
Total Split (s)	17.7	17.7		17.7	17.7		48.6	48.6		48.6	48.6	
Total Split (%)	26.7%	26.7%		26.7%	26.7%		73.3%	73.3%		73.3%	73.3%	
Yellow Time (s)	3.3	3.3		3.3	3.3		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			5.6			5.6	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effect Green (s)		7.8			7.8			33.7			33.7	
Actuated g/C Ratio		0.16			0.16			0.71			0.71	
v/c Ratio		0.03			0.33			0.54			0.64	
Control Delay		0.1			15.0			6.7			8.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		0.1			15.0			6.7			8.6	
LOS		A			B			A			A	
Approach Delay		0.1			15.0			6.7			8.6	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)		0			10			90			113	
Queue Length 95th (ft)		0			50			190			249	
Internal Link Dist (ft)		298			362			1818			442	
Turn Bay Length (ft)												

101: Route 58 (Black Rock Turnpike) & Old Black Rock Turnpike/Tahmore Drive

2017 Existing Conditions

Timing Plan: Weekday Midday P

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		528			505			1688			1566	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.02			0.20			0.43			0.51	

Intersection Summary

Area Type: Other

Cycle Length: 66.3

Actuated Cycle Length: 47.6

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 8.1

Intersection LOS: A

Intersection Capacity Utilization 88.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 101: Route 58 (Black Rock Turnpike) & Old Black Rock Turnpike/Tahmore Drive

 Ø2	 Ø4
48.6 s	17.7 s
 Ø6	 Ø8
48.6 s	17.7 s

102: Route 58 (Black Rock Turnpike) & Samp Mortar Drive

Lanes, Volumes, Timings

2017 Existing Conditions

Timing Plan: Weekday Midday P

							
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	76	167	163	624	663	68	
Future Volume (vph)	76	167	163	624	663	68	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	10	11	11	12	12	
Storage Length (ft)	0	50	100			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		50				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850			0.987		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1636	1463	1694	1783	1821	0	
Flt Permitted	0.950		0.194				
Satd. Flow (perm)	1636	1463	346	1783	1821	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		204			6		
Link Speed (mph)	25			30	35		
Link Distance (ft)	445			510	341		
Travel Time (s)	12.1			11.6	6.6		
Peak Hour Factor	0.82	0.82	0.86	0.86	0.97	0.97	
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	
Adj. Flow (vph)	93	204	190	726	684	70	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	93	204	190	726	754	0	
Turn Type	Prot	Perm	pm+pt	NA	NA		
Protected Phases	4		1	6	2		3
Permitted Phases		4	6				
Detector Phase	4	4	1	6	2		
Switch Phase							
Minimum Initial (s)	9.0	9.0	5.0	15.0	15.0		7.0
Minimum Split (s)	13.0	13.0	9.2	21.9	21.9		22.0
Total Split (s)	21.9	21.9	9.2	31.1	21.9		22.0
Total Split (%)	29.2%	29.2%	12.3%	41.5%	29.2%		29%
Yellow Time (s)	3.0	3.0	3.2	4.9	4.9		4.0
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.0	4.0	4.2	6.9	6.9		
Lead/Lag	Lag	Lag	Lead		Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max		None
Act Effect Green (s)	10.0	10.0	56.8	54.1	40.9		
Actuated g/C Ratio	0.13	0.13	0.76	0.72	0.55		
v/c Ratio	0.43	0.55	0.45	0.56	0.76		
Control Delay	35.9	10.8	9.1	14.5	20.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	35.9	10.8	9.1	14.5	20.9		
LOS	D	B	A	B	C		
Approach Delay	18.7			13.4	20.9		
Approach LOS	B			B	C		

102: Route 58 (Black Rock Turnpike) & Samp Mortar Drive Lanes, Volumes, Timings

2017 Existing Conditions
Timing Plan: Weekday Midday P

							
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Queue Length 50th (ft)	41	0	36	275	237		
Queue Length 95th (ft)	72	41	63	405	#520		
Internal Link Dist (ft)	365			430	261		
Turn Bay Length (ft)		50	100				
Base Capacity (vph)	390	504	425	1286	994		
Starvation Cap Reductn	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.24	0.40	0.45	0.56	0.76		

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 22 (29%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 17.1

Intersection LOS: B

Intersection Capacity Utilization 68.1%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 102: Route 58 (Black Rock Turnpike) & Samp Mortar Drive

 Ø1	 Ø2 (R)	 Ø3	 Ø4
9.2 s	21.9 s	22 s	21.9 s
 Ø6 (R)			
31.1 s			

103: Route 58 (Black Rock Turnpike) & Brookside Drive Lanes, Volumes, Timings

2017 Existing Conditions

Timing Plan: Weekday Midday P

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	64	46	51	724	748	84
Future Volume (vph)	64	46	51	724	748	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.944				0.985	
Flt Protected	0.972			0.997		
Satd. Flow (prot)	1918	0	0	3494	3452	0
Flt Permitted	0.972			0.842		
Satd. Flow (perm)	1918	0	0	2951	3452	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	48				19	
Link Speed (mph)	25			30	30	
Link Distance (ft)	347			293	336	
Travel Time (s)	9.5			6.7	7.6	
Peak Hour Factor	0.86	0.86	0.83	0.83	0.98	0.98
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	74	53	61	872	763	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	127	0	0	933	849	0
Turn Type	Prot		pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases			2			
Detector Phase	4		5	2	6	
Switch Phase						
Minimum Initial (s)	9.0		3.0	15.0	15.0	
Minimum Split (s)	13.0		8.9	20.4	20.4	
Total Split (s)	25.0		14.0	50.0	36.0	
Total Split (%)	33.3%		18.7%	66.7%	48.0%	
Yellow Time (s)	3.0		4.2	4.2	4.2	
All-Red Time (s)	1.0		1.7	1.2	1.2	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.0			5.4	5.4	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	C-Max	C-Max	
Act Effect Green (s)	9.5			59.7	59.7	
Actuated g/C Ratio	0.13			0.80	0.80	
v/c Ratio	0.45			0.40	0.31	
Control Delay	24.7			2.7	0.8	
Queue Delay	0.0			0.1	0.0	
Total Delay	24.7			2.9	0.8	
LOS	C			A	A	
Approach Delay	24.7			2.9	0.8	
Approach LOS	C			A	A	
Queue Length 50th (ft)	34			26	8	
Queue Length 95th (ft)	75			56	8	
Internal Link Dist (ft)	267			213	256	

103: Route 58 (Black Rock Turnpike) & Brookside Drive Lanes, Volumes, Timings

2017 Existing Conditions
Timing Plan: Weekday Midday P

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Turn Bay Length (ft)						
Base Capacity (vph)	571			2350	2753	
Starvation Cap Reductn	0			400	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.22			0.48	0.31	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 45 (60%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 3.4

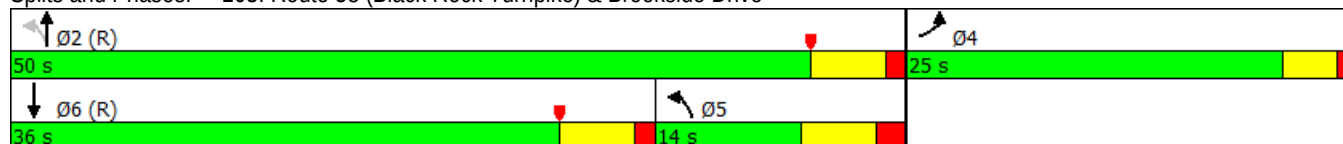
Intersection LOS: A

Intersection Capacity Utilization 64.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 103: Route 58 (Black Rock Turnpike) & Brookside Drive



104: Route 58 (Black Rock Turnpike) & Commercial Driveway/Fairfield 2017 Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday Midday P

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	3	31	61	4	141	29	636	51	83	691	21
Future Volume (vph)	14	3	31	61	4	141	29	636	51	83	691	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	11	12	11	12	12	11	12
Storage Length (ft)	0		0	0		75	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt			0.850			0.850		0.989			0.996	
Flt Protected		0.961			0.955			0.998			0.995	
Satd. Flow (prot)	0	1790	1583	0	1779	1531	0	3377	0	0	3391	0
Flt Permitted		0.805			0.728			0.899			0.783	
Satd. Flow (perm)	0	1500	1583	0	1356	1531	0	3042	0	0	2668	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			128					13			6	
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		87			499			713			293	
Travel Time (s)		2.0			13.6			16.2			6.7	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.89	0.89	0.89	0.96	0.96	0.96
Adj. Flow (vph)	18	4	39	76	5	176	33	715	57	86	720	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	39	0	81	176	0	805	0	0	828	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		1	6	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	15.0	15.0		3.0	15.0	
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	13.0	20.3	20.3		9.5	20.3	
Total Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	36.0	36.0		14.0	50.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	48.0%	48.0%		18.7%	66.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		2.2	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.0	4.0		4.0	4.0		5.3			5.3	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None	None	None	None	None	C-Max	C-Max		None	C-Max	
Act Effct Green (s)		13.3	13.3		13.3	13.3		52.4			52.4	
Actuated g/C Ratio		0.18	0.18		0.18	0.18		0.70			0.70	
v/c Ratio		0.08	0.10		0.34	0.65		0.38			0.44	
Control Delay		24.3	0.5		29.5	39.5		5.7			2.5	
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.1	
Total Delay		24.3	0.5		29.5	39.5		5.7			2.7	
LOS		C	A		C	D		A			A	
Approach Delay		9.1			36.3			5.7			2.7	
Approach LOS		A			D			A			A	
Queue Length 50th (ft)		9	0		34	77		63			14	

104: Route 58 (Black Rock Turnpike) & Commercial Driveway/Fairfield Woods Road Lanes, Volumes, Timings

2017 Existing Conditions

Timing Plan: Weekday Midday P

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		22	0		58	111		117			20	
Internal Link Dist (ft)		7			419			633			213	
Turn Bay Length (ft)						75						
Base Capacity (vph)		420	535		379	428		2129			1865	
Starvation Cap Reductn		0	0		0	0		0			230	
Spillback Cap Reductn		0	0		0	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0.05	0.07		0.21	0.41		0.38			0.51	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 48 (64%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 8.5

Intersection LOS: A

Intersection Capacity Utilization 64.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 104: Route 58 (Black Rock Turnpike) & Commercial Driveway/Fairfield Woods Road

 Ø2 (R)	 Ø1	 Ø4
36 s	14 s	25 s
 Ø6 (R)	 Ø8	
50 s		25 s

105: Route 135 (Stillson Road)/Stillson Road & Route 58 (Black Rock Turnpike) Existing Conditions

Lanes, Volumes, Timings

Timing Plan: Weekday Midday P

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	532	182	119	552	103	195	193	126	168	185	52
Future Volume (vph)	75	532	182	119	552	103	195	193	126	168	185	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	12	12	11	11	12	12	12	12
Storage Length (ft)	200		0	175		0	210		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	85			75			100			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962			0.976			0.941			0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3291	0	1711	3454	0	1711	1694	0	1770	1801	0
Flt Permitted	0.950			0.950			0.418			0.358		
Satd. Flow (perm)	1711	3291	0	1711	3454	0	753	1694	0	667	1801	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		29			13			19				
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		436			368			438			355	
Travel Time (s)		9.9			8.4			10.0			9.7	
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	82	585	200	128	594	111	203	201	131	175	193	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	785	0	128	705	0	203	332	0	175	247	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	9.7	21.6		9.7	21.6		9.3	16.8		9.3	16.8	
Total Split (s)	17.7	41.6		17.7	41.6		22.3	36.8		22.3	36.8	
Total Split (%)	11.7%	27.5%		11.7%	27.5%		14.7%	24.3%		14.7%	24.3%	
Yellow Time (s)	3.0	4.1		3.0	4.1		3.3	4.4		3.3	4.4	
All-Red Time (s)	1.7	2.5		1.7	2.5		1.0	2.4		1.0	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	6.6		4.7	6.6		4.3	6.8		4.3	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	9.4	32.4		12.3	37.8		42.9	27.0		38.5	24.8	
Actuated g/C Ratio	0.09	0.31		0.12	0.36		0.41	0.26		0.36	0.24	
v/c Ratio	0.54	0.76		0.64	0.57		0.48	0.74		0.49	0.58	
Control Delay	61.1	38.2		62.4	31.2		23.9	46.1		24.5	43.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	61.1	38.2		62.4	31.2		23.9	46.1		24.5	43.1	
LOS	E	D		E	C		C	D		C	D	
Approach Delay		40.4			36.0			37.7			35.4	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	55	251		86	210		88	198		75	150	

105: Route 135 (Stillson Road)/Stillson Road & Route 58 (Black Rock Turnpike) Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday Midday P

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	33.0
Total Split (s)	33.0
Total Split (%)	22%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	

105: Route 135 (Stillson Road)/Stillson Road & Route 58 (Black Rock Turnpike) Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday Midday P

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	110	346		#175	305		146	323		125	250	
Internal Link Dist (ft)		356			288			358			275	
Turn Bay Length (ft)	200			175			210			170		
Base Capacity (vph)	212	1121		212	1245		484	499		468	517	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.39	0.70		0.60	0.57		0.42	0.67		0.37	0.48	

Intersection Summary

Area Type: Other

Cycle Length: 151.4

Actuated Cycle Length: 105.5

Natural Cycle: 125

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 37.7

Intersection LOS: D

Intersection Capacity Utilization 72.9%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 105: Route 135 (Stillson Road)/Stillson Road & Route 58 (Black Rock Turnpike)

 Ø1	 Ø2	 Ø9	 Ø3	 Ø4
17.7 s	41.6 s	33 s	22.3 s	36.8 s
 Ø5	 Ø6		 Ø7	 Ø8
17.7 s	41.6 s		22.3 s	36.8 s

Lane Group	Ø9
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

106: Turnpike Shopping Center Driveway/Fairway Plaza Driveway & R2017 SR (Black Rock Turnpike) Lanes, Volumes, Timings

Timing Plan: Weekday Midday P

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	639	30	57	579	65	154	11	77	51	12	31
Future Volume (vph)	68	639	30	57	579	65	154	11	77	51	12	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	13	13	12	13	13
Storage Length (ft)	0		0	0		0	0		25	0		25
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.986				0.850			0.850
Flt Protected		0.995			0.996			0.956			0.961	
Satd. Flow (prot)	0	3351	0	0	3327	0	0	1822	1620	0	1832	1620
Flt Permitted		0.821			0.822			0.689			0.705	
Satd. Flow (perm)	0	2765	0	0	2746	0	0	1313	1620	0	1344	1620
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			15				157			157
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		442			502			142			135	
Travel Time (s)		10.0			11.4			3.9			3.7	
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.95	0.95	0.95	0.88	0.88	0.88
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	75	702	33	59	597	67	162	12	81	58	14	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	810	0	0	723	0	0	174	81	0	72	35
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6			2			4			4	
Permitted Phases	6			2			4		4	4		4
Detector Phase	1	6		2	2		4	4	4	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0		15.0	15.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	9.0	20.8		20.8	20.8		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	9.0	39.0		30.0	30.0		14.0	14.0	14.0	14.0	14.0	14.0
Total Split (%)	12.0%	52.0%		40.0%	40.0%		18.7%	18.7%	18.7%	18.7%	18.7%	18.7%
Yellow Time (s)	3.0	4.3		4.3	4.3		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.5		1.5	1.5		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		5.8			5.8			4.0	4.0		4.0	4.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	C-Max		C-Max	C-Max		None	None	None	None	None	None
Act Effect Green (s)		48.2			38.7			17.0	17.0		17.0	17.0
Actuated g/C Ratio		0.64			0.52			0.23	0.23		0.23	0.23
v/c Ratio		0.45			0.51			0.59	0.17		0.24	0.07
Control Delay		7.7			7.9			34.1	0.9		25.1	0.3
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		7.7			7.9			34.1	0.9		25.1	0.3
LOS		A			A			C	A		C	A
Approach Delay		7.7			7.9			23.6			17.0	
Approach LOS		A			A			C			B	

106: Turnpike Shopping Center Driveway/Fairway Plaza Driveway & R2017 58 (Black Rock Turnpike)
 Lanes, Volumes, Timings

Timing Plan: Weekday Midday P

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	29%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

106: Turnpike Shopping Center Driveway/Fairway Plaza Driveway & Route 58 (Black Rock Turnpike) Lanes, Volumes, Timings

Timing Plan: Weekday Midday P

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		81			54			72	0		27	0
Queue Length 95th (ft)		125			70			128	3		57	0
Internal Link Dist (ft)		362			422			62			55	
Turn Bay Length (ft)									25			25
Base Capacity (vph)		1807			1423			297	489		304	489
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.45			0.51			0.59	0.17		0.24	0.07

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 19 (25%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 10.4

Intersection LOS: B

Intersection Capacity Utilization 69.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 106: Turnpike Shopping Center Driveway/Fairway Plaza Driveway & Route 58 (Black Rock Turnpike)

 Ø1	 Ø2 (R)	 Ø3	 Ø4
9 s	30 s	22 s	14 s
 Ø6 (R)			
39 s			

Lane Group	Ø3
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

107: Katona Drive/Katona Drive Ext. & Route 58 (Black Rock Turnpike) 2017 Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday Midday P

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	684	101	44	646	1	88	2	48	3	9	8
Future Volume (vph)	3	684	101	44	646	1	88	2	48	3	9	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	10	10	12	12	12
Storage Length (ft)	0		0	0		0	0		250	0		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981							0.850		0.929	
Flt Protected					0.997			0.953		0.950		
Satd. Flow (prot)	0	3324	0	0	3378	0	0	1641	1463	1752	1714	0
Flt Permitted		0.955			0.843			0.715		0.688		
Satd. Flow (perm)	0	3174	0	0	2856	0	0	1231	1463	1269	1714	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44							111		10	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		502			407			423			198	
Travel Time (s)		11.4			9.3			11.5			5.4	
Peak Hour Factor	0.87	0.87	0.87	0.95	0.95	0.95	0.84	0.84	0.84	0.80	0.80	0.80
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	3	786	116	46	680	1	105	2	57	4	11	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	905	0	0	727	0	0	107	57	4	21	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	1	6			2			4			4	
Permitted Phases	6			2			4		4	4		
Detector Phase	1	6		2	2		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	7.3	21.3		21.3	21.3		11.9	11.9	11.9	11.9	11.9	
Total Split (s)	7.3	55.0		47.7	47.7		20.0	20.0	20.0	20.0	20.0	
Total Split (%)	9.7%	73.3%		63.6%	63.6%		26.7%	26.7%	26.7%	26.7%	26.7%	
Yellow Time (s)	3.3	5.0		5.0	5.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.3		1.3	1.3		1.9	1.9	1.9	1.9	1.9	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.3			6.3			4.9	4.9	4.9	4.9	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	Max	C-Max		C-Max	C-Max		None	None	None	None	None	
Act Effect Green (s)		55.7			41.4			10.5	10.5	10.5	10.5	
Actuated g/C Ratio		0.74			0.55			0.14	0.14	0.14	0.14	
v/c Ratio		0.38			0.46			0.63	0.19	0.02	0.08	
Control Delay		3.0			6.6			45.7	2.5	25.7	19.4	
Queue Delay		0.0			0.0			0.0	0.0	0.0	0.0	
Total Delay		3.0			6.6			45.7	2.5	25.7	19.4	
LOS		A			A			D	A	C	B	
Approach Delay		3.0			6.6			30.7			20.4	
Approach LOS		A			A			C			C	

107: Katona Drive/Katona Drive Ext. & Route 58 (Black Rock Turnpike) 2017 Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday Midday P

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		44			40			48	0	2	5	
Queue Length 95th (ft)		58			51			84	3	8	18	
Internal Link Dist (ft)		422			327			343			118	
Turn Bay Length (ft)									250			
Base Capacity (vph)		2384			1576			247	383	255	353	
Starvation Cap Reductn		0			0			0	0	0	0	
Spillback Cap Reductn		0			0			0	0	0	0	
Storage Cap Reductn		0			0			0	0	0	0	
Reduced v/c Ratio		0.38			0.46			0.43	0.15	0.02	0.06	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 21 (28%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 7.2

Intersection LOS: A

Intersection Capacity Utilization 67.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 107: Katona Drive/Katona Drive Ext. & Route 58 (Black Rock Turnpike)

 Ø1	 Ø2 (R)		 Ø4
7.3 s	47.7 s		20 s
 Ø6 (R)			
55 s			

108: Burroughs Road & Route 58 (Black Rock Turnpike)

2017 Existing Conditions

Lanes, Volumes, Timings

Timing Plan: Weekday Midday P

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	711	11	5	632	107	13	56	7	111	48	44
Future Volume (vph)	59	711	11	5	632	107	13	56	7	111	48	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	16	12	12	16	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.978			0.987			0.971	
Flt Protected		0.996						0.992			0.973	
Satd. Flow (prot)	0	3335	0	0	3282	0	0	2027	0	0	1956	0
Flt Permitted		0.830			0.950			0.932			0.815	
Satd. Flow (perm)	0	2779	0	0	3118	0	0	1905	0	0	1639	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			37			8			20	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		407			996			466			300	
Travel Time (s)		9.3			22.6			12.7			8.2	
Peak Hour Factor	0.86	0.86	0.86	0.96	0.96	0.96	0.80	0.80	0.80	0.83	0.83	0.83
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	69	827	13	5	658	111	16	70	9	134	58	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	909	0	0	774	0	0	95	0	0	245	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		9.0	9.0		9.0	9.0	
Minimum Split (s)	20.6	20.6		20.6	20.6		14.4	14.4		14.4	14.4	
Total Split (s)	44.0	44.0		44.0	44.0		31.0	31.0		31.0	31.0	
Total Split (%)	58.7%	58.7%		58.7%	58.7%		41.3%	41.3%		41.3%	41.3%	
Yellow Time (s)	4.1	4.1		4.1	4.1		3.1	3.1		3.1	3.1	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.6			5.6			5.4			5.4	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Act Effect Green (s)		48.5			48.5			15.5			15.5	
Actuated g/C Ratio		0.65			0.65			0.21			0.21	
v/c Ratio		0.51			0.38			0.24			0.69	
Control Delay		4.9			7.3			22.2			34.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.0			7.3			22.2			34.8	
LOS		A			A			C			C	
Approach Delay		5.0			7.3			22.2			34.8	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		40			72			34			97	
Queue Length 95th (ft)		53			135			56			136	
Internal Link Dist (ft)		327			916			386			220	

108: Burroughs Road & Route 58 (Black Rock Turnpike) Lanes, Volumes, Timings

2017 Existing Conditions
Timing Plan: Weekday Midday P

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)												
Base Capacity (vph)		1797			2028			655			572	
Starvation Cap Reductn		75			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.53			0.38			0.15			0.43	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 20 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 40

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 10.3

Intersection LOS: B

Intersection Capacity Utilization 74.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 108: Burroughs Road & Route 58 (Black Rock Turnpike)

 Ø2 (R)	
44 s	31 s
 Ø6 (R)	
44 s	31 s

109: Moritz Place/Whitewood Drive & Route 732 (Black Rock Turnpike) 2017 Existing Conditions
 Lanes, Volumes, Timings

Timing Plan: Weekday Midday P

	→	↖	↗	↘	↙	↕	↗	↖	↘	↙	↕	↗
Lane Group	EBT	EBR	EBR2	WBL2	WBL	WBT	NWL2	NWL	NWR	NWR2	NEL	NET
Lane Configurations	↖	↗				↕		↖				↕
Traffic Volume (vph)	336	442	6	32	7	328	4	374	2	23	5	0
Future Volume (vph)	336	442	6	32	7	328	4	374	2	23	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11	12	10	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.97	0.95	0.95	1.00	1.00
Frt		0.850						0.991				0.939
Flt Protected						0.995		0.955				0.973
Satd. Flow (prot)	1827	1553	0	0	0	3339	0	3131	0	0	0	1669
Flt Permitted						0.862		0.946				
Satd. Flow (perm)	1827	1553	0	0	0	2892	0	3101	0	0	0	1715
Right Turn on Red			Yes							Yes		
Satd. Flow (RTOR)		57						152				
Link Speed (mph)	30					30		30				25
Link Distance (ft)	996					549		218				653
Travel Time (s)	22.6					12.5		5.0				17.8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.95	0.95	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	373	491	7	36	8	364	4	394	2	24	6	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	373	498	0	0	0	408	0	424	0	0	0	11
Turn Type	NA	pm+ov		Perm	Perm	NA	D.Pm	Prot			Perm	NA
Protected Phases	2	4				2		4				5
Permitted Phases		2		2	2		4				5	
Detector Phase	2	4		2	2	2	4	4			5	5
Switch Phase												
Minimum Initial (s)	15.0	9.0		15.0	15.0	15.0	9.0	9.0			5.0	5.0
Minimum Split (s)	22.8	15.4		22.8	22.8	22.8	15.4	15.4			12.6	12.6
Total Split (s)	35.8	33.4		35.8	35.8	35.8	33.4	33.4			19.6	19.6
Total Split (%)	40.3%	37.6%		40.3%	40.3%	40.3%	37.6%	37.6%			22.1%	22.1%
Yellow Time (s)	4.1	3.3		4.1	4.1	4.1	3.3	3.3			3.3	3.3
All-Red Time (s)	3.7	3.1		3.7	3.7	3.7	3.1	3.1			4.3	4.3
Lost Time Adjust (s)	0.0	0.0				0.0		0.0				0.0
Total Lost Time (s)	7.8	6.4				7.8		6.4				7.6
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	None		Min	Min	Min	None	None			None	None
Act Effect Green (s)	16.9	40.2				16.9		10.5				5.4
Actuated g/C Ratio	0.36	0.87				0.36		0.23				0.12
v/c Ratio	0.56	0.37				0.39		0.52				0.06
Control Delay	17.7	3.5				13.9		13.8				24.3
Queue Delay	0.0	0.0				0.0		0.0				0.0
Total Delay	17.7	3.5				13.9		13.8				24.3
LOS	B	A				B		B				C
Approach Delay	9.6					13.9		13.8				24.3
Approach LOS	A					B		B				C
Queue Length 50th (ft)	56	0				30		24				2
Queue Length 95th (ft)	199	109				99		86				16
Internal Link Dist (ft)	916					469		138				573

109: Moritz Place/Whitewood Drive & Route 732 (Black Rock Turnpike) 201. Existing (Black Rock Turnpike)

Lanes, Volumes, Timings

Timing Plan: Weekday Midday P

Lane Group	NER2	SWL	SWT	SWR
Lane Configurations				
Traffic Volume (vph)	4	5	0	6
Future Volume (vph)	4	5	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900
Lane Width (ft)	12	15	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00
Frt			0.923	
Flt Protected			0.979	
Satd. Flow (prot)	0	0	1651	0
Flt Permitted				
Satd. Flow (perm)	0	0	1686	0
Right Turn on Red	No			No
Satd. Flow (RTOR)				
Link Speed (mph)			25	
Link Distance (ft)			695	
Travel Time (s)			19.0	
Peak Hour Factor	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	4%
Adj. Flow (vph)	5	6	0	8
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	0	14	0
Turn Type		Perm	NA	
Protected Phases			5	
Permitted Phases		5		
Detector Phase		5	5	
Switch Phase				
Minimum Initial (s)		5.0	5.0	
Minimum Split (s)		12.6	12.6	
Total Split (s)		19.6	19.6	
Total Split (%)		22.1%	22.1%	
Yellow Time (s)		3.3	3.3	
All-Red Time (s)		4.3	4.3	
Lost Time Adjust (s)			0.0	
Total Lost Time (s)			7.6	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode		None	None	
Act Effct Green (s)			5.4	
Actuated g/C Ratio			0.12	
v/c Ratio			0.07	
Control Delay			24.5	
Queue Delay			0.0	
Total Delay			24.5	
LOS			C	
Approach Delay			24.5	
Approach LOS			C	
Queue Length 50th (ft)			3	
Queue Length 95th (ft)			18	
Internal Link Dist (ft)			615	

109: Moritz Place/Whitewood Drive & Route 732 (Black Rock Turnpike) & Route 58 (Black Rock Turnpike) & Route 58 (Black Rock Turnpike)

Lanes, Volumes, Timings

Timing Plan: Weekday Midday P

												
Lane Group	EBT	EBR	EBR2	WBL2	WBL	WBT	NWL2	NWL	NWR	NWR2	NEL	NET
Turn Bay Length (ft)												
Base Capacity (vph)	1156	1504				1829		1951				464
Starvation Cap Reductn	0	0				0		0				0
Spillback Cap Reductn	0	0				0		0				0
Storage Cap Reductn	0	0				0		0				0
Reduced v/c Ratio	0.32	0.33				0.22		0.22				0.02

Intersection Summary

Area Type:	Other
Cycle Length:	88.8
Actuated Cycle Length:	46.4
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.56
Intersection Signal Delay:	11.8
Intersection Capacity Utilization	70.6%
Intersection LOS:	B
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 109: Moritz Place/Whitewood Drive & Route 732 (Black Rock Turnpike) & Route 58 (Black Rock Turnpike)/Route 58 (Tunxis Hill Cut

		
Ø2	Ø4	Ø5
35.8 s	33.4 s	19.6 s

				
Lane Group	NER2	SWL	SWT	SWR
Turn Bay Length (ft)				
Base Capacity (vph)	457			
Starvation Cap Reductn	0			
Spillback Cap Reductn	0			
Storage Cap Reductn	0			
Reduced v/c Ratio	0.03			
Intersection Summary				

201: Tunxis Hill Road & Route 58 (Tunxis Hill Cutoff)
Lanes, Volumes, Timings

2017 Existing Conditions

Timing Plan: Weekday Midday P

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	415	10	34	388	3	58
Future Volume (vph)	415	10	34	388	3	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	10	10
Storage Length (ft)		0	0		0	50
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt	0.996					0.850
Flt Protected				0.996	0.950	
Satd. Flow (prot)	3374	0	0	1776	1636	1463
Flt Permitted				0.996	0.950	
Satd. Flow (perm)	3374	0	0	1776	1636	1463
Link Speed (mph)	30			30	25	
Link Distance (ft)	1095			214	782	
Travel Time (s)	24.9			4.9	21.3	
Peak Hour Factor	0.85	0.85	0.86	0.86	0.88	0.88
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	488	12	40	451	3	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	500	0	0	491	3	66
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 47.4% ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	415	10	34	388	3	58
Future Vol, veh/h	415	10	34	388	3	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	86	86	88	88
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	488	12	40	451	3	66

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1024
Stage 1	-	-	494
Stage 2	-	-	530
Critical Hdwy	-	4.145	6.645
Critical Hdwy Stg 1	-	-	5.845
Critical Hdwy Stg 2	-	-	5.445
Follow-up Hdwy	-	2.2285	3.5285
Pot Cap-1 Maneuver	-	1056	244
Stage 1	-	-	577
Stage 2	-	-	587
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1056	232
Mov Cap-2 Maneuver	-	-	232
Stage 1	-	-	577
Stage 2	-	-	557

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	232	748	-	-	1056	-
HCM Lane V/C Ratio	0.015	0.088	-	-	0.037	-
HCM Control Delay (s)	20.7	10.3	-	-	8.5	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0	0.3	-	-	0.1	-

202: Route 732 (Black Rock Turnpike) & Judd Street
Lanes, Volumes, Timings

2017 Existing Conditions
Timing Plan: Weekday Midday P

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	61	46	383	457	26
Future Volume (vph)	20	61	46	383	457	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Storage Length (ft)	0	0	25			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.898				0.993	
Flt Protected	0.988			0.995		
Satd. Flow (prot)	1820	0	0	3421	1797	0
Flt Permitted	0.988			0.995		
Satd. Flow (perm)	1820	0	0	3421	1797	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	586			395	218	
Travel Time (s)	16.0			9.0	5.0	
Peak Hour Factor	0.90	0.90	0.94	0.94	0.87	0.87
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	22	68	49	407	525	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	90	0	0	456	555	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 52.4% ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	61	46	383	457	26
Future Vol, veh/h	20	61	46	383	457	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	94	94	87	87
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	22	68	49	407	525	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	842	540	555	0	-	0
Stage 1	540	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Critical Hdwy	6.675	6.275	4.175	-	-	-
Critical Hdwy Stg 1	5.475	-	-	-	-	-
Critical Hdwy Stg 2	5.875	-	-	-	-	-
Follow-up Hdwy	3.5475	3.3475	2.2475	-	-	-
Pot Cap-1 Maneuver	313	534	996	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	717	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	293	534	996	-	-	-
Mov Cap-2 Maneuver	293	-	-	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.2	1.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	996	-	444	-	-
HCM Lane V/C Ratio	0.049	-	0.203	-	-
HCM Control Delay (s)	8.8	0.2	15.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

101: Route 58 (Black Rock Turnpike) & Old Black Rock Turnpike/Tahoe Drive Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	0	1	51	4	54	4	757	106	121	921	5
Future Volume (vph)	9	0	1	51	4	54	4	757	106	121	921	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	13	12	12	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.933			0.984			0.999	
Flt Protected		0.956			0.977						0.994	
Satd. Flow (prot)	0	1996	0	0	1924	0	0	1894	0	0	1911	0
Flt Permitted		0.724			0.844			0.996			0.796	
Satd. Flow (perm)	0	1512	0	0	1662	0	0	1886	0	0	1531	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43			59			21			1	
Link Speed (mph)		25			30			35			35	
Link Distance (ft)		378			442			1898			522	
Travel Time (s)		10.3			10.0			37.0			10.2	
Peak Hour Factor	0.80	0.80	0.80	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	11	0	1	56	4	59	4	823	115	139	1059	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	119	0	0	942	0	0	1204	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		20.6	20.6		20.6	20.6	
Total Split (s)	17.7	17.7		17.7	17.7		48.6	48.6		48.6	48.6	
Total Split (%)	26.7%	26.7%		26.7%	26.7%		73.3%	73.3%		73.3%	73.3%	
Yellow Time (s)	3.3	3.3		3.3	3.3		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			5.6			5.6	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effect Green (s)		8.1			8.1			49.5			49.5	
Actuated g/C Ratio		0.13			0.13			0.77			0.77	
v/c Ratio		0.05			0.46			0.65			1.02	
Control Delay		1.0			20.2			7.8			47.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		1.0			20.2			7.8			47.4	
LOS		A			C			A			D	
Approach Delay		1.0			20.2			7.8			47.4	
Approach LOS		A			C			A			D	
Queue Length 50th (ft)		0			20			143			~518	
Queue Length 95th (ft)		0			62			331			#769	
Internal Link Dist (ft)		298			362			1818			442	
Turn Bay Length (ft)												

101: Route 58 (Black Rock Turnpike) & Old Black Rock Turnpike/Tahmore Drive Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		340			383			1453			1176	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.31			0.65			1.02	

Intersection Summary

Area Type: Other

Cycle Length: 66.3

Actuated Cycle Length: 64.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 29.3

Intersection LOS: C

Intersection Capacity Utilization 121.1%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 58 (Black Rock Turnpike) & Old Black Rock Turnpike/Tahmore Drive

 Ø2	 Ø4
48.6 s	17.7 s
 Ø6	 Ø8
48.6 s	17.7 s

102: Route 58 (Black Rock Turnpike) & Samp Mortar Drive

Lanes, Volumes, Timings

2017 Existing Conditions

Timing Plan: Weekday PM Peak

							
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	168	325	127	763	893	83	
Future Volume (vph)	168	325	127	763	893	83	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	10	11	11	12	12	
Storage Length (ft)	0	50	100			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		50				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850			0.989		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1652	1478	1711	1801	1842	0	
Flt Permitted	0.950		0.091				
Satd. Flow (perm)	1652	1478	164	1801	1842	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		361			6		
Link Speed (mph)	25			30	35		
Link Distance (ft)	445			510	341		
Travel Time (s)	12.1			11.6	6.6		
Peak Hour Factor	0.90	0.90	0.88	0.88	0.95	0.95	
Adj. Flow (vph)	187	361	144	867	940	87	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	187	361	144	867	1027	0	
Turn Type	Prot	Perm	pm+pt	NA	NA		
Protected Phases	4		1	6	2		3
Permitted Phases		4	6				
Detector Phase	4	4	1	6	2		
Switch Phase							
Minimum Initial (s)	9.0	9.0	5.0	15.0	15.0		7.0
Minimum Split (s)	13.0	13.0	9.2	21.9	21.9		22.0
Total Split (s)	21.9	21.9	9.2	31.1	21.9		22.0
Total Split (%)	29.2%	29.2%	12.3%	41.5%	29.2%		29%
Yellow Time (s)	3.0	3.0	3.2	4.9	4.9		4.0
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.0	4.0	4.2	6.9	6.9		
Lead/Lag	Lag	Lag	Lead		Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max		None
Act Effct Green (s)	13.2	13.2	53.6	50.9	39.7		
Actuated g/C Ratio	0.18	0.18	0.71	0.68	0.53		
v/c Ratio	0.65	0.65	0.55	0.71	1.05		
Control Delay	38.8	9.1	15.5	18.5	64.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	38.8	9.1	15.5	18.5	64.4		
LOS	D	A	B	B	E		
Approach Delay	19.2			18.1	64.4		
Approach LOS	B			B	E		
Queue Length 50th (ft)	82	0	37	323	~525		

102: Route 58 (Black Rock Turnpike) & Samp Mortar Drive Lanes, Volumes, Timings

2017 Existing Conditions
Timing Plan: Weekday PM Peak

							
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Queue Length 95th (ft)	134	64	71	466	#850		
Internal Link Dist (ft)	365			430	261		
Turn Bay Length (ft)		50	100				
Base Capacity (vph)	395	628	261	1223	978		
Starvation Cap Reductn	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.47	0.57	0.55	0.71	1.05		

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 22 (29%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 36.7

Intersection LOS: D

Intersection Capacity Utilization 81.2%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 102: Route 58 (Black Rock Turnpike) & Samp Mortar Drive

 Ø1	 Ø2 (R)	 Ø3	 Ø4
9.2 s	21.9 s	22 s	21.9 s
 Ø6 (R)			
31.1 s			

103: Route 58 (Black Rock Turnpike) & Brookside Drive

Lanes, Volumes, Timings

2017 Existing Conditions

Timing Plan: Weekday PM Peak

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	127	69	38	735	1106	157
Future Volume (vph)	127	69	38	735	1106	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.953				0.981	
Flt Protected	0.969			0.998		
Satd. Flow (prot)	1950	0	0	3532	3472	0
Flt Permitted	0.969			0.838		
Satd. Flow (perm)	1950	0	0	2966	3472	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	36				25	
Link Speed (mph)	25			30	30	
Link Distance (ft)	347			293	336	
Travel Time (s)	9.5			6.7	7.6	
Peak Hour Factor	0.80	0.80	0.97	0.97	0.97	0.97
Adj. Flow (vph)	159	86	39	758	1140	162
Shared Lane Traffic (%)						
Lane Group Flow (vph)	245	0	0	797	1302	0
Turn Type	Prot		pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases			2			
Detector Phase	4		5	2	6	
Switch Phase						
Minimum Initial (s)	9.0		3.0	15.0	15.0	
Minimum Split (s)	13.0		8.9	20.4	20.4	
Total Split (s)	25.0		14.0	50.0	36.0	
Total Split (%)	33.3%		18.7%	66.7%	48.0%	
Yellow Time (s)	3.0		4.2	4.2	4.2	
All-Red Time (s)	1.0		1.7	1.2	1.2	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.0			5.4	5.4	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	C-Max	C-Max	
Act Effect Green (s)	12.9			52.7	52.7	
Actuated g/C Ratio	0.17			0.70	0.70	
v/c Ratio	0.67			0.38	0.53	
Control Delay	33.5			4.2	2.8	
Queue Delay	0.0			0.2	0.0	
Total Delay	33.5			4.4	2.8	
LOS	C			A	A	
Approach Delay	33.5			4.4	2.8	
Approach LOS	C			A	A	
Queue Length 50th (ft)	92			62	35	
Queue Length 95th (ft)	128			80	m22	
Internal Link Dist (ft)	267			213	256	
Turn Bay Length (ft)						

103: Route 58 (Black Rock Turnpike) & Brookside Drive Lanes, Volumes, Timings

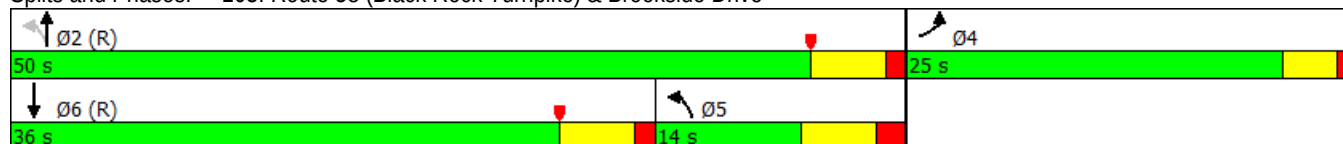
2017 Existing Conditions
Timing Plan: Weekday PM Peak

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Base Capacity (vph)	571			2083	2446	
Starvation Cap Reductn	0			486	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.43			0.50	0.53	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 45 (60%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 67.6% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Route 58 (Black Rock Turnpike) & Brookside Drive



104: Route 58 (Black Rock Turnpike) & Commercial Driveway/Fairfield 2017 Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	17	43	65	14	104	44	667	85	276	867	35
Future Volume (vph)	27	17	43	65	14	104	44	667	85	276	867	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	11	12	11	12	12	11	12
Storage Length (ft)	0		0	0		75	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt			0.850			0.850		0.984			0.996	
Flt Protected		0.970			0.961			0.997			0.988	
Satd. Flow (prot)	0	1807	1583	0	1790	1531	0	3356	0	0	3367	0
Flt Permitted		0.791			0.727			0.828			0.612	
Satd. Flow (perm)	0	1473	1583	0	1354	1531	0	2787	0	0	2085	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			128					21			7	
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		87			499			713			293	
Travel Time (s)		2.0			13.6			16.2			6.7	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.93	0.93	0.93	0.98	0.98	0.98
Adj. Flow (vph)	34	21	54	81	18	130	47	717	91	282	885	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	54	0	99	130	0	855	0	0	1203	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		1	6	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	15.0	15.0		3.0	15.0	
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	13.0	20.3	20.3		9.5	20.3	
Total Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	36.0	36.0		14.0	50.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	48.0%	48.0%		18.7%	66.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		2.2	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.0	4.0		4.0	4.0		5.3			5.3	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None	None	None	None	None	C-Max	C-Max		None	C-Max	
Act Effect Green (s)		11.4	11.4		11.4	11.4		54.3			54.3	
Actuated g/C Ratio		0.15	0.15		0.15	0.15		0.72			0.72	
v/c Ratio		0.25	0.15		0.48	0.56		0.42			0.80	
Control Delay		29.7	1.0		36.5	38.5		5.1			9.3	
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay		29.7	1.0		36.5	38.5		5.1			9.3	
LOS		C	A		D	D		A			A	
Approach Delay		15.4			37.6			5.1			9.3	
Approach LOS		B			D			A			A	
Queue Length 50th (ft)		23	0		43	58		61			35	

104: Route 58 (Black Rock Turnpike) & Commercial Driveway/Fairfield Woods Road Conditions Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		45	0		72	89		116			#390	
Internal Link Dist (ft)		7			419			633			213	
Turn Bay Length (ft)						75						
Base Capacity (vph)		412	535		379	428		2023			1511	
Starvation Cap Reductn		0	0		0	0		0			0	
Spillback Cap Reductn		0	0		0	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0.13	0.10		0.26	0.30		0.42			0.80	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 48 (64%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 10.8

Intersection LOS: B

Intersection Capacity Utilization 78.7%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 104: Route 58 (Black Rock Turnpike) & Commercial Driveway/Fairfield Woods Road

 Ø2 (R)	 Ø1	 Ø4
36 s	14 s	25 s
 Ø6 (R)		 Ø8
50 s		25 s

105: Route 135 (Stillson Road)/Stillson Road & Route 58 (Black Rock Turnpike) Existing Conditions

Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	747	148	140	590	124	219	263	167	178	255	42
Future Volume (vph)	85	747	148	140	590	124	219	263	167	178	255	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	12	12	11	11	12	12	12	12
Storage Length (ft)	200		0	175		0	210		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	85			75			100			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.974			0.942			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3336	0	1711	3447	0	1711	1696	0	1770	1824	0
Flt Permitted	0.950			0.950			0.254			0.142		
Satd. Flow (perm)	1711	3336	0	1711	3447	0	457	1696	0	265	1824	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		14			15			19				
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		436			368			438			355	
Travel Time (s)		9.9			8.4			10.0			9.7	
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.89	0.89	0.89	0.87	0.87	0.87
Adj. Flow (vph)	90	795	157	144	608	128	246	296	188	205	293	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	952	0	144	736	0	246	484	0	205	341	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	9.7	21.6		9.7	21.6		9.3	16.8		9.3	16.8	
Total Split (s)	17.7	41.6		17.7	41.6		22.3	36.8		22.3	36.8	
Total Split (%)	11.7%	27.5%		11.7%	27.5%		14.7%	24.3%		14.7%	24.3%	
Yellow Time (s)	3.0	4.1		3.0	4.1		3.3	4.4		3.3	4.4	
All-Red Time (s)	1.7	2.5		1.7	2.5		1.0	2.4		1.0	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	6.6		4.7	6.6		4.3	6.8		4.3	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	10.1	35.0		13.0	37.9		51.1	31.7		44.7	28.2	
Actuated g/C Ratio	0.09	0.30		0.11	0.33		0.44	0.27		0.39	0.24	
v/c Ratio	0.60	0.94		0.75	0.65		0.63	1.01		0.73	0.77	
Control Delay	68.3	56.2		75.1	36.8		28.4	86.1		38.8	53.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	68.3	56.2		75.1	36.8		28.4	86.1		38.8	53.7	
LOS	E	E		E	D		C	F		D	D	
Approach Delay		57.2			43.1			66.7			48.1	
Approach LOS		E			D			E			D	
Queue Length 50th (ft)	67	368		108	249		115	352		93	240	

105: Route 135 (Stillson Road)/Stillson Road & Route 58 (Black Rock Turnpike) Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	33.0
Total Split (s)	33.0
Total Split (%)	22%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	

105: Route 135 (Stillson Road)/Stillson Road & Route 58 (Black Rock Turnpike) Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	120	#508		#213	330		173	#608		157	335	
Internal Link Dist (ft)		356			288			358			275	
Turn Bay Length (ft)	200			175			210			170		
Base Capacity (vph)	191	1016		191	1135		395	477		344	471	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.47	0.94		0.75	0.65		0.62	1.01		0.60	0.72	

Intersection Summary

Area Type: Other

Cycle Length: 151.4

Actuated Cycle Length: 116.1

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 53.9

Intersection LOS: D

Intersection Capacity Utilization 85.7%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 105: Route 135 (Stillson Road)/Stillson Road & Route 58 (Black Rock Turnpike)

 Ø1	 Ø2	 Ø9	 Ø3	 Ø4
17.7 s	41.6 s	33 s	22.3 s	36.8 s
 Ø5	 Ø6		 Ø7	 Ø8
17.7 s	41.6 s		22.3 s	36.8 s

Lane Group	Ø9
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

106: Turnpike Shopping Center Driveway/Fairway Plaza Driveway & R2017 SR (Black Rock Turnpike) Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	826	21	73	640	59	163	11	109	45	5	29
Future Volume (vph)	70	826	21	73	640	59	163	11	109	45	5	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	13	13	12	13	13
Storage Length (ft)	0		0	0		0	0		25	0		25
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.988				0.850			0.850
Flt Protected		0.996			0.995			0.955			0.957	
Satd. Flow (prot)	0	3397	0	0	3363	0	0	1838	1636	0	1842	1636
Flt Permitted		0.777			0.750			0.697			0.691	
Satd. Flow (perm)	0	2650	0	0	2535	0	0	1342	1636	0	1330	1636
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			12				157			157
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		442			502			142			135	
Travel Time (s)		10.0			11.4			3.9			3.7	
Peak Hour Factor	0.93	0.93	0.93	0.90	0.90	0.90	0.84	0.84	0.84	0.85	0.85	0.85
Adj. Flow (vph)	75	888	23	81	711	66	194	13	130	53	6	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	986	0	0	858	0	0	207	130	0	59	34
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6			2			4			4	
Permitted Phases	6			2			4		4	4		4
Detector Phase	1	6		2	2		4	4	4	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0		15.0	15.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	9.0	20.8		20.8	20.8		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	9.0	39.0		30.0	30.0		14.0	14.0	14.0	14.0	14.0	14.0
Total Split (%)	12.0%	52.0%		40.0%	40.0%		18.7%	18.7%	18.7%	18.7%	18.7%	18.7%
Yellow Time (s)	3.0	4.3		4.3	4.3		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.5		1.5	1.5		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		5.8			5.8			4.0	4.0		4.0	4.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	C-Max		C-Max	C-Max		None	None	None	None	None	None
Act Effct Green (s)		44.5			35.0			20.7	20.7		20.7	20.7
Actuated g/C Ratio		0.59			0.47			0.28	0.28		0.28	0.28
v/c Ratio		0.61			0.72			0.56	0.23		0.16	0.06
Control Delay		11.3			11.6			30.2	3.7		22.2	0.2
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		11.3			11.6			30.2	3.7		22.2	0.2
LOS		B			B			C	A		C	A
Approach Delay		11.3			11.6			19.9			14.1	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		119			65			84	0		21	0

106: Turnpike Shopping Center Driveway/Fairway Plaza Driveway & R2017 58 (Black Rock Turnpike) Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	29%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	

106: Turnpike Shopping Center Driveway/Fairway Plaza Driveway & Route 58 (Black Rock Turnpike) Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		171			83			135	21		46	0
Internal Link Dist (ft)		362			422			62			55	
Turn Bay Length (ft)									25			25
Base Capacity (vph)		1609			1188			371	566		367	566
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.61			0.72			0.56	0.23		0.16	0.06

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 19 (25%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 12.8

Intersection LOS: B

Intersection Capacity Utilization 76.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 106: Turnpike Shopping Center Driveway/Fairway Plaza Driveway & Route 58 (Black Rock Turnpike)

 Ø1	 Ø2 (R)	 Ø3	 Ø4
9 s	30 s	22 s	14 s
 Ø6 (R)			
39 s			

Lane Group	Ø3
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

107: Katona Drive/Katona Drive Ext. & Route 58 (Black Rock Turnpike) 2017 Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	934	101	45	722	2	100	3	63	1	3	9
Future Volume (vph)	10	934	101	45	722	2	100	3	63	1	3	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	10	10	12	12	12
Storage Length (ft)	0		0	0		0	0		250	0		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985							0.850		0.890	
Flt Protected					0.997			0.954		0.950		
Satd. Flow (prot)	0	3370	0	0	3411	0	0	1659	1478	1770	1658	0
Flt Permitted		0.950			0.820			0.722		0.675		
Satd. Flow (perm)	0	3201	0	0	2805	0	0	1255	1478	1257	1658	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			1				111		11	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		502			407			423			198	
Travel Time (s)		11.4			9.3			11.5			5.4	
Peak Hour Factor	0.93	0.93	0.93	0.96	0.96	0.96	0.82	0.82	0.82	0.80	0.80	0.80
Adj. Flow (vph)	11	1004	109	47	752	2	122	4	77	1	4	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1124	0	0	801	0	0	126	77	1	15	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	1	6			2			4			4	
Permitted Phases	6			2			4		4	4		
Detector Phase	1	6		2	2		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	7.3	21.3		21.3	21.3		11.9	11.9	11.9	11.9	11.9	
Total Split (s)	7.3	55.0		47.7	47.7		20.0	20.0	20.0	20.0	20.0	
Total Split (%)	9.7%	73.3%		63.6%	63.6%		26.7%	26.7%	26.7%	26.7%	26.7%	
Yellow Time (s)	3.3	5.0		5.0	5.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.3		1.3	1.3		1.9	1.9	1.9	1.9	1.9	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.3			6.3			4.9	4.9	4.9	4.9	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	Max	C-Max		C-Max	C-Max		None	None	None	None	None	
Act Effect Green (s)		55.1			41.4			11.1	11.1	11.1	11.1	
Actuated g/C Ratio		0.73			0.55			0.15	0.15	0.15	0.15	
v/c Ratio		0.47			0.52			0.68	0.25	0.01	0.06	
Control Delay		3.4			7.0			48.2	4.7	25.0	16.3	
Queue Delay		0.0			0.0			0.0	0.0	0.0	0.0	
Total Delay		3.4			7.0			48.2	4.7	25.0	16.3	
LOS		A			A			D	A	C	B	
Approach Delay		3.4			7.0			31.7			16.9	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		54			43			56	0	0	2	

107: Katona Drive/Katona Drive Ext. & Route 58 (Black Rock Turnpike) 2017 Existing Conditions Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		77			53			93	13	4	14	
Internal Link Dist (ft)		422			327			343			118	
Turn Bay Length (ft)									250			
Base Capacity (vph)		2376			1548			252	386	253	342	
Starvation Cap Reductn		0			0			0	0	0	0	
Spillback Cap Reductn		0			0			0	0	0	0	
Storage Cap Reductn		0			0			0	0	0	0	
Reduced v/c Ratio		0.47			0.52			0.50	0.20	0.00	0.04	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 21 (28%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 7.5

Intersection LOS: A

Intersection Capacity Utilization 75.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 107: Katona Drive/Katona Drive Ext. & Route 58 (Black Rock Turnpike)

 Ø1	 Ø2 (R)	 Ø4
7.3 s	47.7 s	20 s
 Ø6 (R)		
55 s		

108: Burroughs Road & Route 58 (Black Rock Turnpike)

2017 Existing Conditions

Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	919	14	7	704	147	17	104	7	122	49	49
Future Volume (vph)	81	919	14	7	704	147	17	104	7	122	49	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	16	12	12	16	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.974			0.992			0.970	
Flt Protected		0.996						0.993			0.973	
Satd. Flow (prot)	0	3401	0	0	3332	0	0	2080	0	0	1992	0
Flt Permitted		0.787			0.946			0.942			0.745	
Satd. Flow (perm)	0	2687	0	0	3152	0	0	1973	0	0	1526	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			48			4			21	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		407			996			466			300	
Travel Time (s)		9.3			22.6			12.7			8.2	
Peak Hour Factor	0.99	0.99	0.99	0.92	0.92	0.92	0.90	0.90	0.90	0.93	0.93	0.93
Adj. Flow (vph)	82	928	14	8	765	160	19	116	8	131	53	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1024	0	0	933	0	0	143	0	0	237	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		9.0	9.0		9.0	9.0	
Minimum Split (s)	20.6	20.6		20.6	20.6		14.4	14.4		14.4	14.4	
Total Split (s)	44.0	44.0		44.0	44.0		31.0	31.0		31.0	31.0	
Total Split (%)	58.7%	58.7%		58.7%	58.7%		41.3%	41.3%		41.3%	41.3%	
Yellow Time (s)	4.1	4.1		4.1	4.1		3.1	3.1		3.1	3.1	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.6			5.6			5.4			5.4	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Act Effect Green (s)		48.9			48.9			15.1			15.1	
Actuated g/C Ratio		0.65			0.65			0.20			0.20	
v/c Ratio		0.58			0.45			0.36			0.73	
Control Delay		5.2			7.6			26.2			38.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.2			7.6			26.2			38.5	
LOS		A			A			C			D	
Approach Delay		5.2			7.6			26.2			38.5	
Approach LOS		A			A			C			D	
Queue Length 50th (ft)		41			90			56			95	
Queue Length 95th (ft)		64			167			93			152	
Internal Link Dist (ft)		327			916			386			220	
Turn Bay Length (ft)												

108: Burroughs Road & Route 58 (Black Rock Turnpike)
Lanes, Volumes, Timings

2017 Existing Conditions

Timing Plan: Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		1754			2073			676			534	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.58			0.45			0.21			0.44	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 20 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 10.8

Intersection LOS: B

Intersection Capacity Utilization 85.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 108: Burroughs Road & Route 58 (Black Rock Turnpike)

 Ø2 (R)	
44 s	31 s
 Ø6 (R)	
44 s	31 s

109: Moritz Place/Whitewood Drive & Route 732 (Black Rock Turnpike) 201 Rte 50 (Black Rock Turnpike)
 Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak

	→	↖	↗	↘	↙	↘	↙	↗	↖	↗	↖	↗
Lane Group	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NWL2	NWL	NWR	NWR2	NEL
Lane Configurations	↖	↗				↖↗			↖↗			
Traffic Volume (vph)	515	524	3	21	8	362	2	2	452	5	38	7
Future Volume (vph)	515	524	3	21	8	362	2	2	452	5	38	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11	12	12	10	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.97	0.95	0.95	1.00
Frt		0.850				0.999			0.987			
Flt Protected						0.996			0.956			
Satd. Flow (prot)	1863	1583	0	0	0	3404	0	0	3182	0	0	0
Flt Permitted						0.823			0.952			
Satd. Flow (perm)	1863	1583	0	0	0	2813	0	0	3169	0	0	0
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)		57							152			
Link Speed (mph)	30					30			30			
Link Distance (ft)	996					549			218			
Travel Time (s)	22.6					12.5			5.0			
Peak Hour Factor	0.97	0.97	0.97	0.86	0.86	0.86	0.86	0.91	0.91	0.91	0.91	0.80
Adj. Flow (vph)	531	540	3	24	9	421	2	2	497	5	42	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	531	543	0	0	0	456	0	0	546	0	0	0
Turn Type	NA	pm+ov		Perm	Perm	NA		D.Pm	Prot			Perm
Protected Phases	2	4				2			4			
Permitted Phases		2		2	2			4				5
Detector Phase	2	4		2	2	2		4	4			5
Switch Phase												
Minimum Initial (s)	15.0	9.0		15.0	15.0	15.0		9.0	9.0			5.0
Minimum Split (s)	22.8	15.4		22.8	22.8	22.8		15.4	15.4			12.6
Total Split (s)	35.8	33.4		35.8	35.8	35.8		33.4	33.4			19.6
Total Split (%)	40.3%	37.6%		40.3%	40.3%	40.3%		37.6%	37.6%			22.1%
Yellow Time (s)	4.1	3.3		4.1	4.1	4.1		3.3	3.3			3.3
All-Red Time (s)	3.7	3.1		3.7	3.7	3.7		3.1	3.1			4.3
Lost Time Adjust (s)	0.0	0.0				0.0			0.0			
Total Lost Time (s)	7.8	6.4				7.8			6.4			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	None		Min	Min	Min		None	None			None
Act Effct Green (s)	21.0	46.8				21.0			12.2			
Actuated g/C Ratio	0.40	0.89				0.40			0.23			
v/c Ratio	0.72	0.38				0.41			0.64			
Control Delay	21.9	3.1				14.1			18.4			
Queue Delay	0.0	0.0				0.0			0.0			
Total Delay	21.9	3.1				14.1			18.4			
LOS	C	A				B			B			
Approach Delay	12.4					14.1			18.4			
Approach LOS	B					B			B			
Queue Length 50th (ft)	95	0				36			43			
Queue Length 95th (ft)	#341	120				114			130			
Internal Link Dist (ft)	916					469			138			
Turn Bay Length (ft)												

109: Moritz Place/Whitewood Drive & Route 732 (Black Rock Turnpike) 201 R Existing Black Rock Turnpike

Lanes, Volumes, Timings

Timing Plan: Weekday PM Peak

						
Lane Group	NET	NER	NER2	SWL	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	0	1	3	2	0	3
Future Volume (vph)	0	1	3	2	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	15	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952				0.923	
Flt Protected	0.969				0.979	
Satd. Flow (prot)	1718	0	0	0	1683	0
Flt Permitted						
Satd. Flow (perm)	1773	0	0	0	1719	0
Right Turn on Red			No			No
Satd. Flow (RTOR)						
Link Speed (mph)	25				25	
Link Distance (ft)	653				695	
Travel Time (s)	17.8				19.0	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	0	1	4	3	0	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	0	0	7	0
Turn Type	NA			Perm	NA	
Protected Phases	5				5	
Permitted Phases				5		
Detector Phase	5			5	5	
Switch Phase						
Minimum Initial (s)	5.0			5.0	5.0	
Minimum Split (s)	12.6			12.6	12.6	
Total Split (s)	19.6			19.6	19.6	
Total Split (%)	22.1%			22.1%	22.1%	
Yellow Time (s)	3.3			3.3	3.3	
All-Red Time (s)	4.3			4.3	4.3	
Lost Time Adjust (s)	0.0				0.0	
Total Lost Time (s)	7.6				7.6	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None			None	None	
Act Effct Green (s)	5.7				5.7	
Actuated g/C Ratio	0.11				0.11	
v/c Ratio	0.07				0.04	
Control Delay	29.8				29.7	
Queue Delay	0.0				0.0	
Total Delay	29.8				29.7	
LOS	C				C	
Approach Delay	29.8				29.7	
Approach LOS	C				C	
Queue Length 50th (ft)	3				2	
Queue Length 95th (ft)	20				13	
Internal Link Dist (ft)	573				615	
Turn Bay Length (ft)						

109: Moritz Place/Whitewood Drive & Route 732 (Black Rock Turnpike) & Route 58 (Black Rock Turnpike)

Timing Plan: Weekday PM Peak

	→	↗	↘	↖	←	↗	↘	↖	←	↗	↘	↖
Lane Group	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NWL2	NWL	NWR	NWR2	NEL
Base Capacity (vph)	1080	1534				1630			1838			
Starvation Cap Reductn	0	0				0			0			
Spillback Cap Reductn	0	0				0			0			
Storage Cap Reductn	0	0				0			0			
Reduced v/c Ratio	0.49	0.35				0.28			0.30			

Intersection Summary

Area Type: Other

Cycle Length: 88.8

Actuated Cycle Length: 52.6

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 14.5

Intersection LOS: B

Intersection Capacity Utilization 68.9%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 109: Moritz Place/Whitewood Drive & Route 732 (Black Rock Turnpike) & Route 58 (Black Rock Turnpike)/Route 58 (Tunxis Hill Cut

 35.8 s	 33.4 s	 19.6 s
---	---	---

						
Lane Group	NET	NER	NER2	SWL	SWT	SWR
Base Capacity (vph)	440				427	
Starvation Cap Reductn	0				0	
Spillback Cap Reductn	0				0	
Storage Cap Reductn	0				0	
Reduced v/c Ratio	0.03				0.02	
Intersection Summary						

201: Tunxis Hill Road & Route 58 (Tunxis Hill Cutoff)
Lanes, Volumes, Timings

2017 Existing Conditions
Timing Plan: Weekday PM Peak

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	595	6	46	391	0	79
Future Volume (vph)	595	6	46	391	0	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	10	10
Storage Length (ft)		0	0		0	50
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt	0.999					0.850
Flt Protected				0.995		
Satd. Flow (prot)	3418	0	0	1792	1739	1478
Flt Permitted				0.995		
Satd. Flow (perm)	3418	0	0	1792	1739	1478
Link Speed (mph)	30			30	25	
Link Distance (ft)	1095			214	782	
Travel Time (s)	24.9			4.9	21.3	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.83	0.83
Adj. Flow (vph)	626	6	51	434	0	95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	632	0	0	485	0	95
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 46.4% ICU Level of Service A

Analysis Period (min) 15

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑	↑	↑
Traffic Vol, veh/h	595	6	46	391	0	79
Future Vol, veh/h	595	6	46	391	0	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	90	90	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	626	6	51	434	0	95
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	633	0	1166	316
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	537	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	948	-	200	681
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	585	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	948	-	186	681
Mov Cap-2 Maneuver	-	-	-	-	186	-
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	543	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		11.1	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	681	-	-	948	-
HCM Lane V/C Ratio	-	0.14	-	-	0.054	-
HCM Control Delay (s)	0	11.1	-	-	9	0
HCM Lane LOS	A	B	-	-	A	A
HCM 95th %tile Q(veh)	-	0.5	-	-	0.2	-

202: Route 732 (Black Rock Turnpike) & Judd Street
Lanes, Volumes, Timings

2017 Existing Conditions
Timing Plan: Weekday PM Peak

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	32	91	50	465	531	19
Future Volume (vph)	32	91	50	465	531	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Storage Length (ft)	0	0	25			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.900				0.995	
Flt Protected	0.987			0.995		
Satd. Flow (prot)	1875	0	0	3522	1853	0
Flt Permitted	0.987			0.995		
Satd. Flow (perm)	1875	0	0	3522	1853	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	586			395	218	
Travel Time (s)	16.0			9.0	5.0	
Peak Hour Factor	0.83	0.83	0.91	0.91	0.95	0.95
Adj. Flow (vph)	39	110	55	511	559	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	149	0	0	566	579	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 60.8% ICU Level of Service B

Analysis Period (min) 15

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	91	50	465	531	19
Future Vol, veh/h	32	91	50	465	531	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	91	91	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	110	55	511	559	20
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	934	569	579	0	-	0
Stage 1	569	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	279	521	993	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	258	521	993	-	-	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	18.6	1.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	993	-	412	-	-	
HCM Lane V/C Ratio	0.055	-	0.36	-	-	
HCM Control Delay (s)	8.8	0.3	18.6	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.2	-	1.6	-	-	

101: Route 58 (Black Rock Turnpike) & Old Black Rock Turnpike/Thruway Intersecting Conditions Lanes, Volumes, Timings

Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1	2	71	1	105	2	774	73	67	845	8
Future Volume (vph)	6	1	2	71	1	105	2	774	73	67	845	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	13	12	12	13	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.966			0.920			0.988			0.999	
Flt Protected		0.968			0.980			0.999			0.996	
Satd. Flow (prot)	0	1974	0	0	1903	0	0	1902	0	0	1915	0
Flt Permitted		0.807			0.863			0.999			0.888	
Satd. Flow (perm)	0	1646	0	0	1676	0	0	1900	0	0	1708	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			98			15			1	
Link Speed (mph)		25			30			35			35	
Link Distance (ft)		378			442			1898			522	
Travel Time (s)		10.3			10.0			37.0			10.2	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	8	1	3	89	1	131	2	823	78	71	899	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	221	0	0	903	0	0	979	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	11.7	11.7		11.7	11.7		20.6	20.6		20.6	20.6	
Total Split (s)	17.7	17.7		17.7	17.7		48.6	48.6		48.6	48.6	
Total Split (%)	26.7%	26.7%		26.7%	26.7%		73.3%	73.3%		73.3%	73.3%	
Yellow Time (s)	3.3	3.3		3.3	3.3		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.6	1.6		1.6	1.6	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.7			4.7			5.6			5.6	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effect Green (s)		9.5			9.5			38.2			38.2	
Actuated g/C Ratio		0.16			0.16			0.66			0.66	
v/c Ratio		0.04			0.62			0.72			0.87	
Control Delay		20.0			22.1			10.9			19.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		20.0			22.1			10.9			19.9	
LOS		B			C			B			B	
Approach Delay		20.0			22.1			10.9			19.9	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)		3			43			160			218	
Queue Length 95th (ft)		14			86			337			#581	
Internal Link Dist (ft)		298			362			1818			442	
Turn Bay Length (ft)												

101: Route 58 (Black Rock Turnpike) & Old Black Rock Turnpike/Tahmore Drive Existing Conditions Lanes, Volumes, Timings

Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		377			457			1435			1287	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.03			0.48			0.63			0.76	

Intersection Summary

Area Type: Other

Cycle Length: 66.3

Actuated Cycle Length: 58.2

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 16.3

Intersection LOS: B

Intersection Capacity Utilization 116.2%

ICU Level of Service H

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 58 (Black Rock Turnpike) & Old Black Rock Turnpike/Tahmore Drive

 Ø2	 Ø4
48.6 s	17.7 s
 Ø6	 Ø8
48.6 s	17.7 s

102: Route 58 (Black Rock Turnpike) & Samp Mortar Drive Lanes, Volumes, Timings

2017 Existing Conditions

Timing Plan: Saturday MIDDAY

							
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	113	195	136	758	765	73	
Future Volume (vph)	113	195	136	758	765	73	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	10	10	11	11	12	12	
Storage Length (ft)	0	50	100			0	
Storage Lanes	1	1	1			0	
Taper Length (ft)	25		50				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		0.850			0.988		
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1652	1478	1711	1801	1840	0	
Flt Permitted	0.950		0.093				
Satd. Flow (perm)	1652	1478	167	1801	1840	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		238			6		
Link Speed (mph)	25			30	35		
Link Distance (ft)	445			510	341		
Travel Time (s)	12.1			11.6	6.6		
Peak Hour Factor	0.82	0.82	0.98	0.98	0.90	0.90	
Adj. Flow (vph)	138	238	139	773	850	81	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	138	238	139	773	931	0	
Turn Type	Prot	Perm	pm+pt	NA	NA		
Protected Phases	4		1	6	2		3
Permitted Phases		4	6				
Detector Phase	4	4	1	6	2		
Switch Phase							
Minimum Initial (s)	9.0	9.0	5.0	15.0	15.0		7.0
Minimum Split (s)	13.0	13.0	9.2	21.9	21.9		22.0
Total Split (s)	21.9	21.9	9.2	31.1	21.9		22.0
Total Split (%)	29.2%	29.2%	12.3%	41.5%	29.2%		29%
Yellow Time (s)	3.0	3.0	3.2	4.9	4.9		4.0
All-Red Time (s)	1.0	1.0	1.0	2.0	2.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	4.0	4.0	4.2	6.9	6.9		
Lead/Lag	Lag	Lag	Lead		Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max		None
Act Effct Green (s)	11.3	11.3	55.5	52.8	41.8		
Actuated g/C Ratio	0.15	0.15	0.74	0.70	0.56		
v/c Ratio	0.55	0.56	0.53	0.61	0.90		
Control Delay	37.7	9.6	13.7	16.7	31.0		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay	37.7	9.6	13.7	16.7	31.0		
LOS	D	A	B	B	C		
Approach Delay	19.9			16.2	31.0		
Approach LOS	B			B	C		
Queue Length 50th (ft)	61	0	30	299	342		

102: Route 58 (Black Rock Turnpike) & Samp Mortar Drive Lanes, Volumes, Timings

2017 Existing Conditions
Timing Plan: Saturday Middy

							
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3
Queue Length 95th (ft)	96	40	59	464	#709		
Internal Link Dist (ft)	365			430	261		
Turn Bay Length (ft)		50	100				
Base Capacity (vph)	394	533	262	1267	1029		
Starvation Cap Reductn	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.35	0.45	0.53	0.61	0.90		

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 22 (29%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 23.1

Intersection LOS: C

Intersection Capacity Utilization 72.3%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 102: Route 58 (Black Rock Turnpike) & Samp Mortar Drive

 Ø1	 Ø2 (R)	 Ø3	 Ø4
9.2 s	21.9 s	22 s	21.9 s
 Ø6 (R)			
31.1 s			

103: Route 58 (Black Rock Turnpike) & Brookside Drive

Lanes, Volumes, Timings

2017 Existing Conditions

Timing Plan: Saturday MIDDAY

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	84	56	51	850	899	102
Future Volume (vph)	84	56	51	850	899	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.946				0.985	
Flt Protected	0.971			0.997		
Satd. Flow (prot)	1939	0	0	3529	3486	0
Flt Permitted	0.971			0.838		
Satd. Flow (perm)	1939	0	0	2966	3486	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	44				19	
Link Speed (mph)	25			30	30	
Link Distance (ft)	347			293	336	
Travel Time (s)	9.5			6.7	7.6	
Peak Hour Factor	0.83	0.83	0.98	0.98	0.96	0.96
Adj. Flow (vph)	101	67	52	867	936	106
Shared Lane Traffic (%)						
Lane Group Flow (vph)	168	0	0	919	1042	0
Turn Type	Prot		pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases			2			
Detector Phase	4		5	2	6	
Switch Phase						
Minimum Initial (s)	9.0		3.0	15.0	15.0	
Minimum Split (s)	13.0		8.9	20.4	20.4	
Total Split (s)	25.0		14.0	50.0	36.0	
Total Split (%)	33.3%		18.7%	66.7%	48.0%	
Yellow Time (s)	3.0		4.2	4.2	4.2	
All-Red Time (s)	1.0		1.7	1.2	1.2	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.0			5.4	5.4	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None		None	C-Max	C-Max	
Act Effect Green (s)	10.4			55.2	55.2	
Actuated g/C Ratio	0.14			0.74	0.74	
v/c Ratio	0.55			0.42	0.41	
Control Delay	28.7			3.5	1.5	
Queue Delay	0.0			0.1	0.0	
Total Delay	28.7			3.6	1.6	
LOS	C			A	A	
Approach Delay	28.7			3.6	1.6	
Approach LOS	C			A	A	
Queue Length 50th (ft)	55			29	10	
Queue Length 95th (ft)	95			79	m11	
Internal Link Dist (ft)	267			213	256	
Turn Bay Length (ft)						

103: Route 58 (Black Rock Turnpike) & Brookside Drive Lanes, Volumes, Timings

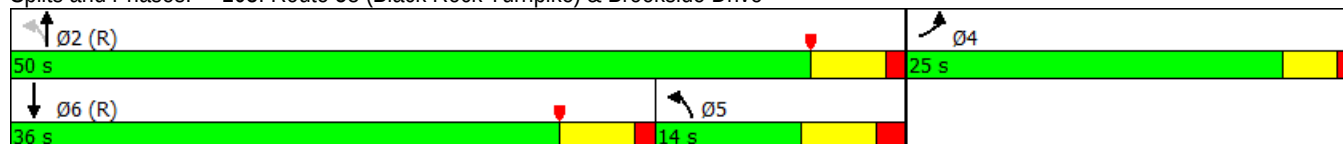
2017 Existing Conditions
Timing Plan: Saturday MIDDAY

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Base Capacity (vph)	574			2182	2569	
Starvation Cap Reductn	0			392	0	
Spillback Cap Reductn	0			0	38	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.29			0.51	0.41	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 45 (60%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 4.6
Intersection Capacity Utilization 73.5%
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Route 58 (Black Rock Turnpike) & Brookside Drive



104: Route 58 (Black Rock Turnpike) & Commercial Driveway/Fairfield 2017 Existing Conditions Lanes, Volumes, Timings

Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	18	40	83	21	124	34	788	71	102	832	41
Future Volume (vph)	34	18	40	83	21	124	34	788	71	102	832	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	11	12	11	12	12	11	12
Storage Length (ft)	0		0	0		75	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt			0.850			0.850		0.988			0.994	
Flt Protected		0.968			0.962			0.998			0.995	
Satd. Flow (prot)	0	1803	1583	0	1792	1531	0	3373	0	0	3384	0
Flt Permitted		0.765			0.729			0.886			0.744	
Satd. Flow (perm)	0	1425	1583	0	1358	1531	0	2995	0	0	2530	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			128					14			10	
Link Speed (mph)		30			25			30			30	
Link Distance (ft)		87			499			713			293	
Travel Time (s)		2.0			13.6			16.2			6.7	
Peak Hour Factor	0.88	0.88	0.88	0.80	0.80	0.80	0.97	0.97	0.97	0.96	0.96	0.96
Adj. Flow (vph)	39	20	45	104	26	155	35	812	73	106	867	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	59	45	0	130	155	0	920	0	0	1016	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		1	6	
Switch Phase												
Minimum Initial (s)	9.0	9.0	9.0	9.0	9.0	9.0	15.0	15.0		3.0	15.0	
Minimum Split (s)	13.0	13.0	13.0	13.0	13.0	13.0	20.3	20.3		9.5	20.3	
Total Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	36.0	36.0		14.0	50.0	
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	33.3%	48.0%	48.0%		18.7%	66.7%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.3	4.3		4.3	4.3	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		2.2	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.0	4.0		4.0	4.0		5.3			5.3	
Lead/Lag							Lead	Lead		Lag		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None	None	None	None	None	C-Max	C-Max		None	C-Max	
Act Effect Green (s)		12.5	12.5		12.5	12.5		53.2			53.2	
Actuated g/C Ratio		0.17	0.17		0.17	0.17		0.71			0.71	
v/c Ratio		0.25	0.12		0.58	0.61		0.43			0.56	
Control Delay		28.5	0.7		38.6	38.9		5.7			3.2	
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay		28.5	0.7		38.6	38.9		5.7			3.2	
LOS		C	A		D	D		A			A	
Approach Delay		16.5			38.8			5.7			3.2	
Approach LOS		B			D			A			A	
Queue Length 50th (ft)		24	0		57	68		72			18	

104: Route 58 (Black Rock Turnpike) & Commercial Driveway/Fairfield Woods Road Existing Conditions Lanes, Volumes, Timings

Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		51	0		88	101		136			25	
Internal Link Dist (ft)		7			419			633			213	
Turn Bay Length (ft)						75						
Base Capacity (vph)		399	535		380	428		2129			1799	
Starvation Cap Reductn		0	0		0	0		0			4	
Spillback Cap Reductn		0	0		0	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0.15	0.08		0.34	0.36		0.43			0.57	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 48 (64%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 9.1

Intersection LOS: A

Intersection Capacity Utilization 76.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 104: Route 58 (Black Rock Turnpike) & Commercial Driveway/Fairfield Woods Road

 Ø2 (R)	 Ø1	 Ø4
36 s	14 s	25 s
 Ø6 (R)	 Ø8	
50 s		25 s

105: Route 135 (Stillson Road)/Stillson Road & Route 58 (Black Rock Turnpike) Existing Conditions Lanes, Volumes, Timings

Timing Plan: Saturday MIDDAY

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	641	161	134	620	151	220	198	148	228	260	58
Future Volume (vph)	81	641	161	134	620	151	220	198	148	228	260	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	12	12	11	11	12	12	12	12
Storage Length (ft)	200		0	175		0	210		0	170		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	85			75			100			100		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970			0.971			0.936			0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	3319	0	1711	3437	0	1711	1685	0	1770	1812	0
Flt Permitted	0.950			0.950			0.275			0.225		
Satd. Flow (perm)	1711	3319	0	1711	3437	0	495	1685	0	419	1812	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		19			18			22				
Link Speed (mph)		30			30			30			25	
Link Distance (ft)		436			368			438			355	
Travel Time (s)		9.9			8.4			10.0			9.7	
Peak Hour Factor	0.90	0.90	0.90	0.91	0.91	0.91	0.90	0.90	0.90	0.88	0.88	0.88
Adj. Flow (vph)	90	712	179	147	681	166	244	220	164	259	295	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	891	0	147	847	0	244	384	0	259	361	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	9.7	21.6		9.7	21.6		9.3	16.8		9.3	16.8	
Total Split (s)	17.7	41.6		17.7	41.6		22.3	36.8		22.3	36.8	
Total Split (%)	11.7%	27.5%		11.7%	27.5%		14.7%	24.3%		14.7%	24.3%	
Yellow Time (s)	3.0	4.1		3.0	4.1		3.3	4.4		3.3	4.4	
All-Red Time (s)	1.7	2.5		1.7	2.5		1.0	2.4		1.0	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.7	6.6		4.7	6.6		4.3	6.8		4.3	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	10.2	35.0		13.0	37.8		50.1	30.0		50.9	30.4	
Actuated g/C Ratio	0.09	0.30		0.11	0.32		0.42	0.25		0.43	0.26	
v/c Ratio	0.61	0.90		0.79	0.76		0.63	0.87		0.67	0.78	
Control Delay	69.5	51.9		79.6	41.3		27.9	60.5		29.8	53.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	69.5	51.9		79.6	41.3		27.9	60.5		29.8	53.8	
LOS	E	D		E	D		C	E		C	D	
Approach Delay		53.5			47.0			47.8			43.8	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	67	336		111	300		114	267		121	258	

105: Route 135 (Stillson Road)/Stillson Road & Route 58 (Black Rock Turnpike) Existing Conditions Lanes, Volumes, Timings

Timing Plan: Saturday MIDDAY

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	33.0
Total Split (s)	33.0
Total Split (%)	22%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	

105: Route 135 (Stillson Road)/Stillson Road & Route 58 (Black Rock Turnpike) Existing Conditions Lanes, Volumes, Timings

Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	120	#454		#218	391		174	#440		178	#381	
Internal Link Dist (ft)		356			288			358			275	
Turn Bay Length (ft)	200			175			210			170		
Base Capacity (vph)	187	994		187	1109		395	443		385	465	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.48	0.90		0.79	0.76		0.62	0.87		0.67	0.78	

Intersection Summary

Area Type: Other

Cycle Length: 151.4

Actuated Cycle Length: 118.4

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 48.5

Intersection LOS: D

Intersection Capacity Utilization 81.0%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 105: Route 135 (Stillson Road)/Stillson Road & Route 58 (Black Rock Turnpike)

 Ø1	 Ø2	 Ø9	 Ø3	 Ø4
17.7 s	41.6 s	33 s	22.3 s	36.8 s
 Ø5	 Ø6		 Ø7	 Ø8
17.7 s	41.6 s		22.3 s	36.8 s

Lane Group	Ø9
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

106: Turnpike Shopping Center Driveway/Fairway Plaza Driveway & R2017 SR (Black Rock Turnpike) Lanes, Volumes, Timings

Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	751	45	76	713	90	161	22	127	74	19	39
Future Volume (vph)	89	751	45	76	713	90	161	22	127	74	19	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	13	13	12	13	13
Storage Length (ft)	0		0	0		0	0		25	0		25
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.985				0.850			0.850
Flt Protected		0.995			0.996			0.958			0.962	
Satd. Flow (prot)	0	3377	0	0	3356	0	0	1844	1636	0	1852	1636
Flt Permitted		0.682			0.771			0.673			0.666	
Satd. Flow (perm)	0	2315	0	0	2598	0	0	1295	1636	0	1282	1636
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			17				157			157
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		442			502			142			135	
Travel Time (s)		10.0			11.4			3.9			3.7	
Peak Hour Factor	0.96	0.96	0.96	0.95	0.95	0.95	0.92	0.92	0.92	0.81	0.81	0.81
Adj. Flow (vph)	93	782	47	80	751	95	175	24	138	91	23	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	922	0	0	926	0	0	199	138	0	114	48
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6			2			4			4	
Permitted Phases	6			2			4		4	4		4
Detector Phase	1	6		2	2		4	4	4	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	15.0		15.0	15.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	9.0	20.8		20.8	20.8		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	9.0	39.0		30.0	30.0		14.0	14.0	14.0	14.0	14.0	14.0
Total Split (%)	12.0%	52.0%		40.0%	40.0%		18.7%	18.7%	18.7%	18.7%	18.7%	18.7%
Yellow Time (s)	3.0	4.3		4.3	4.3		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.5		1.5	1.5		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		5.8			5.8			4.0	4.0		4.0	4.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	C-Max		C-Max	C-Max		None	None	None	None	None	None
Act Effct Green (s)		42.9			33.4			22.3	22.3		22.3	22.3
Actuated g/C Ratio		0.57			0.45			0.30	0.30		0.30	0.30
v/c Ratio		0.67			0.79			0.52	0.23		0.30	0.08
Control Delay		13.2			13.7			27.8	3.9		23.2	0.3
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		13.2			13.7			27.8	3.9		23.2	0.3
LOS		B			B			C	A		C	A
Approach Delay		13.2			13.7			18.1			16.4	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		114			65			78	0		42	0

106: Turnpike Shopping Center Driveway/Fairway Plaza Driveway & R2017 58 (Black Rock Turnpike) Lanes, Volumes, Timings

Timing Plan: Saturday MIDDAY

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	22.0
Total Split (s)	22.0
Total Split (%)	29%
Yellow Time (s)	4.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	

106: Turnpike Shopping Center Driveway/Fairway Plaza Driveway & Route 58 (Black Rock Turnpike) Lanes, Volumes, Timings

Timing Plan: Saturday MIDDAY

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		166			82			139	30		72	0
Internal Link Dist (ft)		362			422			62			55	
Turn Bay Length (ft)									25			25
Base Capacity (vph)		1381			1167			384	596		380	596
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.67			0.79			0.52	0.23		0.30	0.08

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 19 (25%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 14.3

Intersection LOS: B

Intersection Capacity Utilization 79.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 106: Turnpike Shopping Center Driveway/Fairway Plaza Driveway & Route 58 (Black Rock Turnpike)

			
Ø1	Ø2 (R)	Ø3	Ø4
9 s	30 s	22 s	14 s
			
Ø6 (R)			
39 s			

Lane Group	Ø3
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

107: Katona Drive/Katona Drive Ext. & Route 58 (Black Rock Turnpike) 2017 Existing Conditions Lanes, Volumes, Timings

Timing Plan: Saturday MIDDAY

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	851	123	55	835	0	115	3	49	3	1	9
Future Volume (vph)	11	851	123	55	835	0	115	3	49	3	1	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	10	10	12	12	12
Storage Length (ft)	0		0	0		0	0		250	0		0
Storage Lanes	0		0	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981							0.850		0.864	
Flt Protected		0.999			0.997			0.954		0.950		
Satd. Flow (prot)	0	3353	0	0	3411	0	0	1659	1478	1770	1609	0
Flt Permitted		0.947			0.805			0.724		0.680		
Satd. Flow (perm)	0	3178	0	0	2754	0	0	1259	1478	1267	1609	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43							111		10	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		502			407			423			198	
Travel Time (s)		11.4			9.3			11.5			5.4	
Peak Hour Factor	0.90	0.90	0.90	0.97	0.97	0.97	0.98	0.98	0.98	0.88	0.88	0.88
Adj. Flow (vph)	12	946	137	57	861	0	117	3	50	3	1	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1095	0	0	918	0	0	120	50	3	11	0
Turn Type	pm+pt	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	1	6			2			4			4	
Permitted Phases	6			2			4		4	4		
Detector Phase	1	6		2	2		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		15.0	15.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	7.3	21.3		21.3	21.3		11.9	11.9	11.9	11.9	11.9	
Total Split (s)	7.3	55.0		47.7	47.7		20.0	20.0	20.0	20.0	20.0	
Total Split (%)	9.7%	73.3%		63.6%	63.6%		26.7%	26.7%	26.7%	26.7%	26.7%	
Yellow Time (s)	3.3	5.0		5.0	5.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	1.0	1.3		1.3	1.3		1.9	1.9	1.9	1.9	1.9	
Lost Time Adjust (s)		0.0			0.0			0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.3			6.3			4.9	4.9	4.9	4.9	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Recall Mode	Max	C-Max		C-Max	C-Max		None	None	None	None	None	
Act Effect Green (s)		55.3			41.4			10.9	10.9	10.9	10.9	
Actuated g/C Ratio		0.74			0.55			0.15	0.15	0.15	0.15	
v/c Ratio		0.46			0.60			0.66	0.16	0.02	0.05	
Control Delay		3.5			8.1			47.0	1.3	25.0	15.1	
Queue Delay		0.0			0.0			0.0	0.0	0.0	0.0	
Total Delay		3.5			8.1			47.0	1.3	25.0	15.1	
LOS		A			A			D	A	C	B	
Approach Delay		3.5			8.1			33.6			17.2	
Approach LOS		A			A			C			B	
Queue Length 50th (ft)		60			49			54	0	1	0	

107: Katona Drive/Katona Drive Ext. & Route 58 (Black Rock Turnpike) 2017 Existing Conditions Lanes, Volumes, Timings

Timing Plan: Saturday MIDDAY

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		90			61			100	3	8	13	
Internal Link Dist (ft)		422			327			343			118	
Turn Bay Length (ft)									250			
Base Capacity (vph)		2373			1520			253	386	255	331	
Starvation Cap Reductn		0			13			0	0	0	0	
Spillback Cap Reductn		0			0			0	0	0	0	
Storage Cap Reductn		0			0			0	0	0	0	
Reduced v/c Ratio		0.46			0.61			0.47	0.13	0.01	0.03	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 21 (28%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 7.8

Intersection LOS: A

Intersection Capacity Utilization 80.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 107: Katona Drive/Katona Drive Ext. & Route 58 (Black Rock Turnpike)

 Ø1	 Ø2 (R)	 Ø4
7.3 s	47.7 s	20 s
 Ø6 (R)		
55 s		

108: Burroughs Road & Route 58 (Black Rock Turnpike)

2017 Existing Conditions

Lanes, Volumes, Timings

Timing Plan: Saturday Midday

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	825	14	4	813	106	19	60	9	119	49	61
Future Volume (vph)	76	825	14	4	813	106	19	60	9	119	49	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	12	16	12	12	16	12
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.983			0.986			0.964	
Flt Protected		0.996						0.989			0.975	
Satd. Flow (prot)	0	3401	0	0	3363	0	0	2059	0	0	1984	0
Flt Permitted		0.776			0.952			0.898			0.820	
Satd. Flow (perm)	0	2650	0	0	3202	0	0	1869	0	0	1669	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			28			8			27	
Link Speed (mph)		30			30			25			25	
Link Distance (ft)		407			996			466			300	
Travel Time (s)		9.3			22.6			12.7			8.2	
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.88	0.88	0.88	0.93	0.93	0.93
Adj. Flow (vph)	83	897	15	4	856	112	22	68	10	128	53	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	995	0	0	972	0	0	100	0	0	247	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		9.0	9.0		9.0	9.0	
Minimum Split (s)	20.6	20.6		20.6	20.6		14.4	14.4		14.4	14.4	
Total Split (s)	44.0	44.0		44.0	44.0		31.0	31.0		31.0	31.0	
Total Split (%)	58.7%	58.7%		58.7%	58.7%		41.3%	41.3%		41.3%	41.3%	
Yellow Time (s)	4.1	4.1		4.1	4.1		3.1	3.1		3.1	3.1	
All-Red Time (s)	1.5	1.5		1.5	1.5		2.3	2.3		2.3	2.3	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.6			5.6			5.4			5.4	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	
Act Effect Green (s)		48.9			48.9			15.1			15.1	
Actuated g/C Ratio		0.65			0.65			0.20			0.20	
v/c Ratio		0.58			0.46			0.26			0.69	
Control Delay		5.5			7.9			23.2			34.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.5			7.9			23.2			34.3	
LOS		A			A			C			C	
Approach Delay		5.5			7.9			23.2			34.3	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		38			98			36			96	
Queue Length 95th (ft)		72			178			66			151	
Internal Link Dist (ft)		327			916			386			220	
Turn Bay Length (ft)												

108: Burroughs Road & Route 58 (Black Rock Turnpike)
Lanes, Volumes, Timings

2017 Existing Conditions

Timing Plan: Saturday MIDDAY

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		1729			2098			643			587	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.58			0.46			0.16			0.42	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 20 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow

Natural Cycle: 45

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 10.4

Intersection LOS: B

Intersection Capacity Utilization 84.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 108: Burroughs Road & Route 58 (Black Rock Turnpike)

 Ø2 (R)	
44 s	31 s
 Ø6 (R)	
44 s	31 s

109: Moritz Place/Whitewood Drive & Route 732 (Black Rock Turnpike) 201 Rte 50 (Black Rock Turnpike)

Lanes, Volumes, Timings

Timing Plan: Saturday Midday

	→	↖	↗	↘	↙	↘	↗	↖	↗	↖	↗	↖
Lane Group	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NWL2	NWL	NWR	NWR2	NEL
Lane Configurations	↖	↗				↖↗			↖↗			
Traffic Volume (vph)	409	522	5	63	3	445	1	4	442	9	33	5
Future Volume (vph)	409	522	5	63	3	445	1	4	442	9	33	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	11	11	12	12	10	12	12	12
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.97	0.95	0.95	1.00
Frt		0.850							0.987			
Flt Protected						0.994			0.956			
Satd. Flow (prot)	1863	1583	0	0	0	3401	0	0	3182	0	0	0
Flt Permitted						0.748			0.948			
Satd. Flow (perm)	1863	1583	0	0	0	2559	0	0	3156	0	0	0
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)		57							152			
Link Speed (mph)	30					30			30			
Link Distance (ft)	996					549			218			
Travel Time (s)	22.6					12.5			5.0			
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.96	0.96	0.96	0.96	0.80
Adj. Flow (vph)	435	555	5	68	3	484	1	4	460	9	34	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	435	560	0	0	0	556	0	0	507	0	0	0
Turn Type	NA	pm+ov		Perm	Perm	NA		D.Pm	Prot			Perm
Protected Phases	2	4				2			4			
Permitted Phases		2		2	2			4				5
Detector Phase	2	4		2	2	2		4	4			5
Switch Phase												
Minimum Initial (s)	15.0	9.0		15.0	15.0	15.0		9.0	9.0			5.0
Minimum Split (s)	22.8	15.4		22.8	22.8	22.8		15.4	15.4			12.6
Total Split (s)	35.8	33.4		35.8	35.8	35.8		33.4	33.4			19.6
Total Split (%)	40.3%	37.6%		40.3%	40.3%	40.3%		37.6%	37.6%			22.1%
Yellow Time (s)	4.1	3.3		4.1	4.1	4.1		3.3	3.3			3.3
All-Red Time (s)	3.7	3.1		3.7	3.7	3.7		3.1	3.1			4.3
Lost Time Adjust (s)	0.0	0.0				0.0			0.0			
Total Lost Time (s)	7.8	6.4				7.8			6.4			
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	None		Min	Min	Min		None	None			None
Act Effct Green (s)	19.7	45.0				19.7			12.0			
Actuated g/C Ratio	0.38	0.88				0.38			0.23			
v/c Ratio	0.61	0.40				0.56			0.59			
Control Delay	18.8	3.5				16.7			16.9			
Queue Delay	0.0	0.0				0.0			0.0			
Total Delay	18.8	3.5				16.7			16.9			
LOS	B	A				B			B			
Approach Delay	10.2					16.7			16.9			
Approach LOS	B					B			B			
Queue Length 50th (ft)	74	0				49			37			
Queue Length 95th (ft)	253	134				155			121			
Internal Link Dist (ft)	916					469			138			
Turn Bay Length (ft)												

109: Moritz Place/Whitewood Drive & Route 732 (Black Rock Turnpike) 201 R-Ex 158 (Black Rock Turnpike)
 Lanes, Volumes, Timings Timing Plan: Saturday MIDDAY

							
Lane Group	NET	NER	NER2	SWL2	SWL	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	3	1	5	3	8	1	6
Future Volume (vph)	3	1	5	3	8	1	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	15	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944					0.953	
Flt Protected	0.983					0.970	
Satd. Flow (prot)	1729	0	0	0	0	1722	0
Flt Permitted							
Satd. Flow (perm)	1758	0	0	0	0	1775	0
Right Turn on Red			No				No
Satd. Flow (RTOR)							
Link Speed (mph)	25					25	
Link Distance (ft)	653					695	
Travel Time (s)	17.8					19.0	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	4	1	6	4	10	1	8
Shared Lane Traffic (%)							
Lane Group Flow (vph)	17	0	0	0	0	23	0
Turn Type	NA				Perm	NA	
Protected Phases	5					5	
Permitted Phases					5		
Detector Phase	5				5	5	
Switch Phase							
Minimum Initial (s)	5.0				5.0	5.0	
Minimum Split (s)	12.6				12.6	12.6	
Total Split (s)	19.6				19.6	19.6	
Total Split (%)	22.1%				22.1%	22.1%	
Yellow Time (s)	3.3				3.3	3.3	
All-Red Time (s)	4.3				4.3	4.3	
Lost Time Adjust (s)	0.0					0.0	
Total Lost Time (s)	7.6					7.6	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None				None	None	
Act Effect Green (s)	5.8					5.8	
Actuated g/C Ratio	0.11					0.11	
v/c Ratio	0.09					0.11	
Control Delay	28.1					28.4	
Queue Delay	0.0					0.0	
Total Delay	28.1					28.4	
LOS	C					C	
Approach Delay	28.1					28.4	
Approach LOS	C					C	
Queue Length 50th (ft)	4					5	
Queue Length 95th (ft)	22					27	
Internal Link Dist (ft)	573					615	
Turn Bay Length (ft)							

109: Moritz Place/Whitewood Drive & Route 732 (Black Rock Turnpike) & Route 58 (Black Rock Turnpike) & Route 58 (Black Rock Turnpike)

Lanes, Volumes, Timings

Timing Plan: Saturday MIDDAY

												
Lane Group	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NWL2	NWL	NWR	NWR2	NEL
Base Capacity (vph)	1097	1506				1507			1858			
Starvation Cap Reductn	0	0				0			0			
Spillback Cap Reductn	0	0				0			0			
Storage Cap Reductn	0	0				0			0			
Reduced v/c Ratio	0.40	0.37				0.37			0.27			

Intersection Summary

Area Type:	Other
Cycle Length:	88.8
Actuated Cycle Length:	51.2
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	13.9
Intersection Capacity Utilization	78.6%
Intersection LOS:	B
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 109: Moritz Place/Whitewood Drive & Route 732 (Black Rock Turnpike) & Route 58 (Black Rock Turnpike)/Route 58 (Tunxis Hill Cut

 Ø2	 Ø4	 Ø5
35.8 s	33.4 s	19.6 s

109: Moritz Place/Whitewood Drive & Route 732 (Black Rock Turnpike)
201: Existing (Black Rock Turnpike)

201: Existing (Black Rock Turnpike)

Lanes, Volumes, Timings

Timing Plan: Saturday MIDDAY

							
Lane Group	NET	NER	NER2	SWL2	SWL	SWT	SWR
Base Capacity (vph)	443					447	
Starvation Cap Reductn	0					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.04					0.05	
Intersection Summary							

201: Tunxis Hill Road & Route 58 (Tunxis Hill Cutoff)
Lanes, Volumes, Timings

2017 Existing Conditions
Timing Plan: Saturday MIDDAY

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	459	10	39	490	5	54
Future Volume (vph)	459	10	39	490	5	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	10	10
Storage Length (ft)		0	0		0	50
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt	0.997					0.850
Flt Protected				0.996	0.950	
Satd. Flow (prot)	3411	0	0	1793	1652	1478
Flt Permitted				0.996	0.950	
Satd. Flow (perm)	3411	0	0	1793	1652	1478
Link Speed (mph)	30			30	25	
Link Distance (ft)	1095			214	782	
Travel Time (s)	24.9			4.9	21.3	
Peak Hour Factor	0.88	0.88	0.90	0.90	0.80	0.80
Adj. Flow (vph)	522	11	43	544	6	68
Shared Lane Traffic (%)						
Lane Group Flow (vph)	533	0	0	587	6	68
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 54.3% ICU Level of Service A

Analysis Period (min) 15

HCM 2010 TWSC
201: Tunxis Hill Road & Route 58 (Tunxis Hill Cutoff)

08/14/2017

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑	↑	↑
Traffic Vol, veh/h	459	10	39	490	5	54
Future Vol, veh/h	459	10	39	490	5	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	90	90	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	522	11	43	544	6	68
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	533	0	1158	266
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	631	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	1033	-	203	733
Stage 1	-	-	-	-	558	-
Stage 2	-	-	-	-	529	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1033	-	191	733
Mov Cap-2 Maneuver	-	-	-	-	191	-
Stage 1	-	-	-	-	558	-
Stage 2	-	-	-	-	497	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		11.6	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	191	733	-	-	1033	-
HCM Lane V/C Ratio	0.033	0.092	-	-	0.042	-
HCM Control Delay (s)	24.5	10.4	-	-	8.6	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0.1	-

202: Route 732 (Black Rock Turnpike) & Judd Street
Lanes, Volumes, Timings

2017 Existing Conditions
Timing Plan: Saturday MIDDAY

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	21	70	46	467	566	32
Future Volume (vph)	21	70	46	467	566	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	16	12	12	12	12	12
Storage Length (ft)	0	0	25			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt	0.896				0.993	
Flt Protected	0.989			0.996		
Satd. Flow (prot)	1871	0	0	3525	1850	0
Flt Permitted	0.989			0.996		
Satd. Flow (perm)	1871	0	0	3525	1850	0
Link Speed (mph)	25			30	30	
Link Distance (ft)	586			395	218	
Travel Time (s)	16.0			9.0	5.0	
Peak Hour Factor	0.80	0.80	0.98	0.98	0.93	0.93
Adj. Flow (vph)	26	88	47	477	609	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	0	0	524	643	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 60.7% ICU Level of Service B

Analysis Period (min) 15

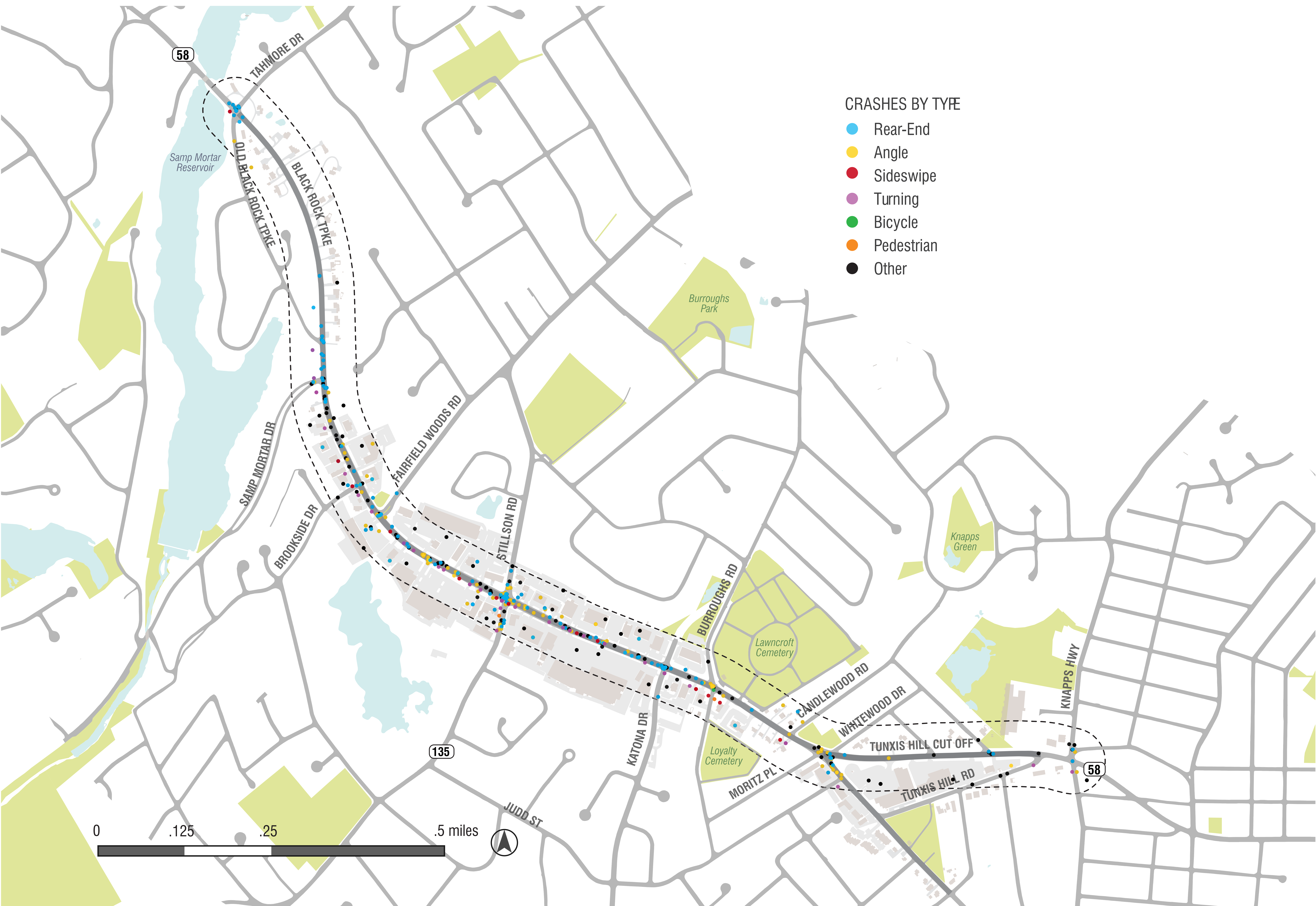
HCM 2010 TWSC
202: Route 732 (Black Rock Turnpike) & Judd Street

08/14/2017

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	70	46	467	566	32
Future Vol, veh/h	21	70	46	467	566	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	98	98	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	88	47	477	609	34
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	958	626	643	0	-	0
Stage 1	626	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Critical Hdwy	7.33	6.23	4.13	-	-	-
Critical Hdwy Stg 1	6.13	-	-	-	-	-
Critical Hdwy Stg 2	6.53	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	224	483	940	-	-	-
Stage 1	471	-	-	-	-	-
Stage 2	656	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	212	483	940	-	-	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	18.8	1.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	940	-	373	-	-	
HCM Lane V/C Ratio	0.05	-	0.305	-	-	
HCM Control Delay (s)	9	0.3	18.8	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.2	-	1.3	-	-	

APPENDIX G: High-Resolution Study Area Map – Locations of Crashes by Type for 2014, 2015, and 2016

APPENDIX G: CRASHES BY TYPE



APPENDIX H: Comments submitted by Black Rock Turnpike Safety Study committee members re *Existing and future Conditions* Technical Memorandum

Black Rock Turnpike Safety Study

The following comments were submitted by the Technical Advisory Committee (TAC) and the Community Advisory Committee (CAC) following the Committee members review of the *Existing and future Conditions Technical Memorandum*:

#	Comment
1	Pg. 34 – Figure 3-7 refers to areas “north” and “south” of certain streets, which on Pg. 37 is uses “East” and “West” for similar data. This is confusing.
2	On pages 36 & 71 there is a reference to Arrowhead Lane. This street is not identified on any of the maps in the presentation. In addition, I could not discern what area was being referenced on Pg. 72 where is said “west of Arrowhead Lane and east of Black Rock Turnpike”
3	Pg. 53 – this describes the condition of sidewalks in the area. I feel conditions were not fully detailed as there are several areas south of Samp Mortar to Burroughs where sidewalks are in poor condition. There are some very narrow sections, broken and uneven spots and a very narrow grass barrier from the road.
4	This appears to be an excellent summary - rich in detail - that should spur considerable public input.
5	On page 46 it is stated “...the section of the Turnpike between the intersection with Old Black Rock Turnpike/Tahmore Drive and the intersection with Samp Mortar Drive is relatively suitable for bicyclists.” Even this section of the Turnpike would seem to be inherently dangerous for most cyclists.
6	On page 53 regarding pedestrian traffic: “Just as with bicycling, the demand for walking is likely greater than counts indicate. Anecdotal evidence and direct observation indicates that people often drive to adjacent businesses rather than walk. This is due to many factors, including lack of comfort and directness, as well as challenges associated with carrying groceries and purchased items. Those issues aside, some people have expressed a feeling that walking doesn’t feel safe to them so they choose to drive to make even short trips across the street”. If it could be made safe to cross the Turnpike it might encourage more patrons to park once and walk rather than make multiple (especially left) turns to conduct successive errands.
7	On page 57 were two columns to be labeled “inbound to Bridgeport”?
8	Finally, would it be useful to consider prohibition of left turns from more retail establishments than currently?
9	Page 5, second to last paragraph “maintain” should be “maintaining”
10	Page 36. Figure 3-9 “Stillman” should be “Stillson” in 2 of the labels.